







Official Journal of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

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St. Paul, MN 55101

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CIRCULATION

The *MinneGazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

SUBMISSIONS

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

MEMBERSHIPS

Individual	\$ 30	Family	\$ 40
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CORRECTIONS AND NEW INFO

Member **Gordon Bassett** of Colorado Springs writes:

I really enjoyed the article on MRA fantrips. It brought back many happy memories of my high school and college days. I was on twelve of the trips between 1950 and 1956. It's hard to believe the things we did. We rode in the cab, on flat cars and gons, climbed on cars and signals for pictures. Today's officials would faint if they saw us! Funny thing, though, I don't recall anyone getting hurt or stealing the property!

I have a few bits of information to add to your list.

Sept. 1952: NP to Brainerd

The motor was the B-26. I remember coming back on the mainline from Little Falls. We were running between two fast freights pulled by 4-8-4's. It was a fast ride, mostly on the block of the first freight. The headlight of the following train was in sight most of the time--ranging from a glow on the horizon to a bright beam shining in our eyes, depending on the terrain.

August 1953: Milwaukee and MT.

The photo on page 20 of the *MinneGazette* surprised me, as I did not recall any diesels. Apparently the diesels pulled the train backwards from Fordson Junction to the Ford Plant. I have photos of 4-6-0 #1073 at the plant.

Anyway, it was a great trip and we all came home covered with cinders.

October 1953: Omaha Line and Soo.

We rode the Viking, behind Omaha heavy Pacific #600 to Hudson, WI. Then an Omaha mixed train with 4-6-0 #243 to Turtle Lake. There (observation) car 758 was placed on Soo Line #85, Pacific #2703 to run to Dresser. At that point there was a side trip to St. Croix Falls and back. Finally from Dresser we returned to Minneapolis on Soo Line #63, 4-6-2 #736.

June 1955: C&NW to Ellsworth, WI.

My movies show that engine #230 was a 4-6-0, not a Consolidation. We had fun pushing the 230 around on the "Armstrong" turntable at Ellsworth.

These were all great times. As I look at the schedules today, I see we covered a lot of railroad in a day, but I remember them as leisurely--branch lines, yards, close to the daily operations. I also see in the pictures that we dressed up more than they do today. In 1956 I went into the Army and ended my association with MRA. I was home on leave in June 1959 and was able to chase the last run of Soo Line #2719. From there I lost touch, until a visit home in 1974. To my great surprise, my Mother said that we just had to go to Lake Harriet and ride the street car. I was amazed to see car 1300 again, looking much better than in 1956 sitting in Hopkins.



Above: The Editor at a tender age observes the last of Soo Line steam in 1959, courtesy of the Minnesota Railfans Association. George Isaacs photo.

Front cover: Every summer from 1889 to 1918, the Pelican Valley Navigation Company followed its namesake stream through a chain of lakes running over 12 miles southwest from Detroit Lakes. The photo shows the dock at the resort community of Shoreham. For more on this little known operation, see page 21. Becker County Historical Society collection.

Inside front cover: IT'S SUMMER #1: The flow of commerce eases over to make room for the neighborhood kids and their 4th of July parade, plus a little motorcycle maintenance. It's 1950 along West 7th Street at about Chestnut Street. The crowd is small but appreciative. St. Paul Dispatch-Pioneer Press photo, Minnesota Historical Society collection.

LETTER FROM THE CHAIR

-Michael E. Miller

In the month of May, the Museum did something quite remarkable—it opened two permanent new operating exhibit sites. Jackson Street Roundhouse greeted the public for the first time and the Excelsior Streetcar Line carried its first passenger. If MTM wasn't unique before in having four operating sites (Como-Harriet, Osceola, Steamboat Minnehaha and Minnehaha Depot), it is certainly in a class by itself with six sites. I can't believe it myself sometimes.

Where do we go from here? The first priority clearly is to stabilize the new operations. As with every site, the new ones will go through 2-3 years of experimenting with hours of operation, admission/fare prices, and the logistics of staffing. The Excelsior Streetcar Line has a decision before it—whether or not to expand, using the City's approved TEA21 grant. The original idea of a loop via Water Street and Lake Avenue will require more thought and planning to be sure the community support is there for the idea, plus the fact that the current grant is too small to pay for it.

In the case of Jackson Street, the potential is enormous. The visit by Thomas the Tank engine was very encouraging. Even though Thomas was the main attraction, we received all sorts of positive feedback about the roundhouse itself. The exhibits may still be limited, and the yard still contains much equipment in need of repair and restoration, but the children and parents were still very excited and interested. And no one objected to the \$5 admission price.

At the Board retreat in February, we took up the question of how to best use the talents of the new Managing Director. I was very pleased to see that there was almost universal agreement on priorities. All agreed that growing the business was extremely important. With its six operating sites, MTM is like a diversified conglomerate, with income from multiple sources. There is no reason why that income can't grow dramatically, offsetting the additional burden of the Managing Director's salary and pumping much needed money into further restoration projects.

Lifetime Achievement Awards

For the second year at the MTM Annual Dinner I was privileged to present Lifetime Achievement Awards to eight senior members who have done so much to help the museum over the years.



The 1999 Lifetime Achievement honorees (L to R) Herb Pinske, Bob Dumas, Art Pew, Russ Olson, Bill Marshall, Ray Norton, Corbin Kidder. Not pictured Barney Olsen. Bill Graham photo.

Bob Dumas arrived on the scene about 1970, just in time for the construction of the Como-Harriet Streetcar Line. He worked on the track, becoming one of the track foremen. But he is best known as the most prolific woodworker that any of us have ever seen. Just get out of his way and amazing things will happen. His first restoration work was assisting on streetcar #265. He led the restoration of streetcar #78. Then came the steamboat Minnehaha. There are a handful of members who can truly be called crucial to the Minnehaha's restoration, and Bob is one of them. He built and assembled a major portion of its wooden components almost single-handedly. Once the boat was in the water, he went on to rebuild Valleyfair gas trolley #1. Now he is leading the restoration of streetcar #1239 at the Excelsior carbarn.

Herb Pinske was a career track worker and equipment operator for the Milwaukee Road. He was assigned to the line through Minnehaha Park and Mendota. He was an early MTM member, #54 on the roster. He worked on the Minnehaha Depot restoration during the mid-1960's. Herb taught the museum volunteers how to do trackwork, first at the Minnehaha Depot, then at Lake Harriet, and finally at Stillwater and at Jackson Street. Although not active for some years, Herb never misses a member event.

Corbin Kidder rode the Minnesota Railfan Association's streetcar excursions during the 1950's. There is a photo in the archives of him, **Russ Olson** and **Bob Schumacher** standing by the very last Hopkins car. He remains a tireless advocate for improved public transit to this day. He has been an operator at Lake Harriet since it opened and also worked on track crews there. Recently he has volunteered on the PCC restoration. But most of all, Corbin is Mr. Minnehaha Depot. He has been the depot's guardian for many years now, making sure it stays in good repair and filling the majority of station agent shifts himself.

Bill Marshall is a former Chicago and North Western station agent and tower operator, who went on to be a signal engineer on the Illinois Central. Most people probably don't know that he was part of the MTC's first rail transit design group in the early 1970's, about the time he joined the museum. He used his engineering skills to lay out the Como-Harriet s-curve through the "Glen". He is one of the regular agents at the Minnehaha Depot. A member of the Morse Telegraph Society, he puts on telegraph demonstrations there. He helped restore Northern Pacific triple combine #1102 and has been active with its Railway Post Office operation and on-the-fly mail pickups. He led the effort to properly equip the Osceola Depot. He is now part of the Jackson Street Associates, helping prepare the roundhouse for the visiting public.

Ray Norton was one of the leaders of the Minnesota Railfans Association in the 1950's. He has been one of the longest serving operators and depot agents at Lake Harriet. Ray is known for his personal charm and his enthusiastic end-of-line talks. Ray also volunteered on the train at Stillwater and worked on the restoration of streetcar #265.

Barney Olsen is a founding member, holding membership #20. If the museum could be said to have had a legal guardian, Barney is it. He filed the museum incorporation papers and secured its tax exempt status. He incorporated the Osceola and St. Croix Valley. He has been active over the years as a motorman, on the track crew and as a restoration worker at Lake Harriet, recently helping with the PCC car. Barney has always been there to provide legal help when it was needed. He worked in the legal department at the Great Northern, became the Legal Vice President for the Soo Line and later specialized in railroad law while in private practice. He currently serves on the MTM Board of Trustees. And he continues, as he has on and off for the last 37 years, to serve as the museum's Legal Counsel.

While working at the Twin City Lines' offices in the 1950's, **Russ Olson** had the foresight to save many of the company's corporate, financial and personnel records that otherwise would have been destroyed. Many of these are now permanently preserved at the Minnesota Historical Society. The boat drawings he saved were used to rebuild the steamboat Minnehaha. An employment ledger he saved led to the Motorette's Reunion. Collaborating with **Edwin Nelson**, he produced the first history of the streetcar system, Interurbans Special #14 in 1953. Over the years he continued researching the history of Minnesota's trolleys, becoming the expert on the subject. This culminated in the publication of Electric Railways of Minnesota in 1976. One of MTM's founders, he worked on track at Lake Harriet, has been a motorman since the line opened, and has worked on the PCC restoration. He was the Minnegazette editor for several years. An accountant by trade, he was the museum's president in the 60's, and its treasurer in the 60's and 70's. He returned to that position in the last couple of years when we needed him the most.

Art Pew went to work for the Chicago, Burlington and Quincy in 1956, was part of the merger with the Great Northern in 1970 and retired from the merged Burlington Northern in

1990. Art first showed up around the Museum during the early operations at Stillwater in the 1980's. He is the longest continuously serving member of the Board of Trustees- almost 20 years now. His dream has been to restore the Great Northern's Jackson Street Roundhouse to an operating railroad and museum facility. Anyone around in the 1980's, or even the mid-1990's probably thought this was impossible. However, through Art's leadership and perseverance, and his extremely generous financial contributions, the roundhouse will open to the public in June of this year. And by next year, the turntable will be installed and the Jackson Street Roundhouse will once again be connected to the American railroad system.

MANAGING DIRECTOR'S COLUMN

-Chuck Armstrong

It is hard to believe that I've been here for three months already. Time really does fly by when you are having fun! This time has kept me quite busy and I am learning more about the MTM and its tremendous members/volunteers every day. There is one thing that is very clear, you are part of a great organization. While you may not be aware of it, the MTM is a very complex organization with an unbelievable number of activities going on. This is something that everyone should be proud of.

As we are working towards coordinating administrative activities across the organization, changes are starting to occur. For instance, the MTM now has a new address, which is 193 E. Pennsylvania Avenue, Saint Paul, MN 55101. For those of you not familiar with this address, it is the Jackson Street Roundhouse. We have also installed a new phone system that links all of our operations and provides important information to our customers. The new phone system will also allow us to get the most out of our efforts to market our main phone number, which is 651-228-0263.

The Thomas the Tank Engine Event was a big success and, in hosting this, the MTM conducted commerce over the internet for the first time. I also had the opportunity to visit the Pew Charitable Trusts and received a wealth of information during my visit. The Board of Trustees has done such things as authorize the opening a brokerage account to handle donations of stock. Keep in mind, this is only the beginning. There are still a limitless amount of opportunities ahead for us to

make the MTM a stronger organization. But it is going to take work.

After a retreat in March, the Board of Trustees adopted a plan that directs me to focus on four key areas: 1) Administrative Activities; 2) Policies, Procedures and Long-Range Planning; 3) Fundraising; and 4) Marketing. Efforts are underway on these key areas but assistance is needed. If anyone has experience developing and writing such things as business and strategic plans or policies and procedures and is interested in helping out, I would love to hear from you.

This brings me to a message I strongly believe in. I want to say thank you to everyone who has made my first three months enjoyable and who have assisted me in my efforts. The learning curve is steep but, with everyone's help, success will be attained. The phrase "thank you" is more than just two quick words. It is recognition that you acknowledge and appreciate someone else stepping forward and providing you with assistance. It is a showing of respect for another. Unfortunately, with our busy lives, they are two words that are frequently forgotten. I encourage everyone to make a conscious effort to use these two words often and with sincerity. Also, if you have a few extra moments sometime in the near future, I encourage you to stop and read the MTM's Member Code of Conduct Policy. I guarantee that it will be time well spent. We are all on the same team and we must work together to continue being successful.

Teamwork is important. Without it, we would not have been able to successfully host the "Day Out With Thomas" Event where members from across all divisions came together and demonstrated to the public just how good the MTM really is. Without teamwork, the Railroad Division would not have been able to have their equipment ready for the start of the new season. Without teamwork, the Traction Division would not have successfully obtained and moved the Winona 10 streetcar. Without teamwork, the Steamboat Division would not have gotten the Minnehaha into Lake Minnetonka or the newly opened streetcar line operating. Without teamwork, the Jackson Street Roundhouse would not be open for business. Should teamwork stay only within the divisions? Absolutely not! As shown by many, the MTM is a single organization that requires everyone and every division to work together. This is a great combination. Let's keep it going!

Once again, I want to say "THANK YOU" to everyone for your assistance, support and for making the MTM a great organization. Keep up the good work and continue making everyone's time spent enjoyable and educational.

BOARD OF TRUSTEES

March 1999

- Changed to a calendar fiscal year effective at the end of December 1999.
- Approved a proposal to consolidate MTM credit card clearing accounts.

April 1999

- Established an account with Charles Schwab and Co. to serve as a repository for stocks, bonds, and other securities which may be donated to the Museum.
- Approved the lease arrangement for Hill Business Car #A-22 which is owned by the Mid Continent Railroad Museum in Wisconsin. Following the restoration and initial display by MTM both organizations will alternate exhibition periods. Louis Hill will provide significant funding for the restoration.
- Approved a request from the Minnesota DNR granting certain access easements for Brown Creek which is located adjacent to the Stillwater & St. Paul Railroad. The Museum was involved because it holds contract title to the land and trackage, which is used by the Minnesota Zephyr.

OBITUARY

It is with sad regret that we report the passing of **David Boone**, a faithful MTM volunteer who worked on the Como-Harriet Streetcar Line. Dave was a computer scientist and a native of Jackson, Mississippi. Before moving to the Twin Cities in 1976, he was assistant sports editor at the Jackson Daily News.

Dave was a valuable and personable member and volunteer. He joined the Museum and worked his first shift in 1985, and as the years went by became a very active volunteer. In 1993 he was promoted to Operating Foreman, a job at which he excelled-especially in working with the children who ride our cars, and so many of our passengers are children.

Karl Jones, long-time Como-Harriet Streetcar Line Superintendent of Safety and Training, recalls that Dave was someone he could count on to assist with training of our new operators-something that we entrusted only to our very best.

Upon a review of the statistics that we gather every year two important facts stand out. First, Dave was always among those who's name regularly appeared in our "top ten" list for volunteer hours. And second, Dave helped when we needed the most help-on weekends when the crowds are the biggest. He could always be counted on to fill those hard-to-fill and essential shifts.

We extend our sympathies to **Cecelia**, his wife, **Sandra**, their daughter, and to Dave's family. Dave will be missed by all of us.

*-Jim Vaitkunus, with thanks to
Karl Jones and Louis Hoffman*

TRACTION REPORT

- **Louis Hoffman**

Winona #10

This rare Minnesota streetcar has joined the Museum's collection, as reported in the last Minnegazette. #10 fills an important niche in our Minnesota streetcar collection - and the body is in great shape to boot.

A work crew of **Earl Anderson, Carl Barthelemy, Erik Brom, Dave French, Bill Graham, Craig Harders, Mike Harders, John Heinel, Karl Jones, Dick Kolter, Mike Murawa, and Jim Vaitkunus** started the process of retrieving #10 on May 8 when they removed the roof and two porches that protected the car from the elements so well for so long. On May 15, our intrepid crew finished loading the debris that didn't fit into the 20-cubic yard dumpster the previous weekend and performed final cleanup preparatory to the move. The move itself occurred June 11. We had a driver and a tractor trailer that we could use for free. Thanks go to **John Tetterington** and **Mike McWilliams**. John is a member of the Steamboat Division and he arranged for the truck and trailer to haul #10. Then on Friday, John and Mike rigged #10 for the lift by the crane and after it was set and rigged on the trailer they drove the truck and trailer to Excelsior. A big thanks also goes to **Bill Graham** and **Lori Hammond**, of the Steamboat Division, for organizing work crews at Excelsior to prepare the carbarn for its new inhabitant.

We arranged for a crane to lift the car onto the lowboy, and a forklift to move the body into the Excelsior Carbarn. A special thanks to Winona member **Erik Brom**, who assisted with local arrangements and has been quite indispensable.

Among the work crews' observations:

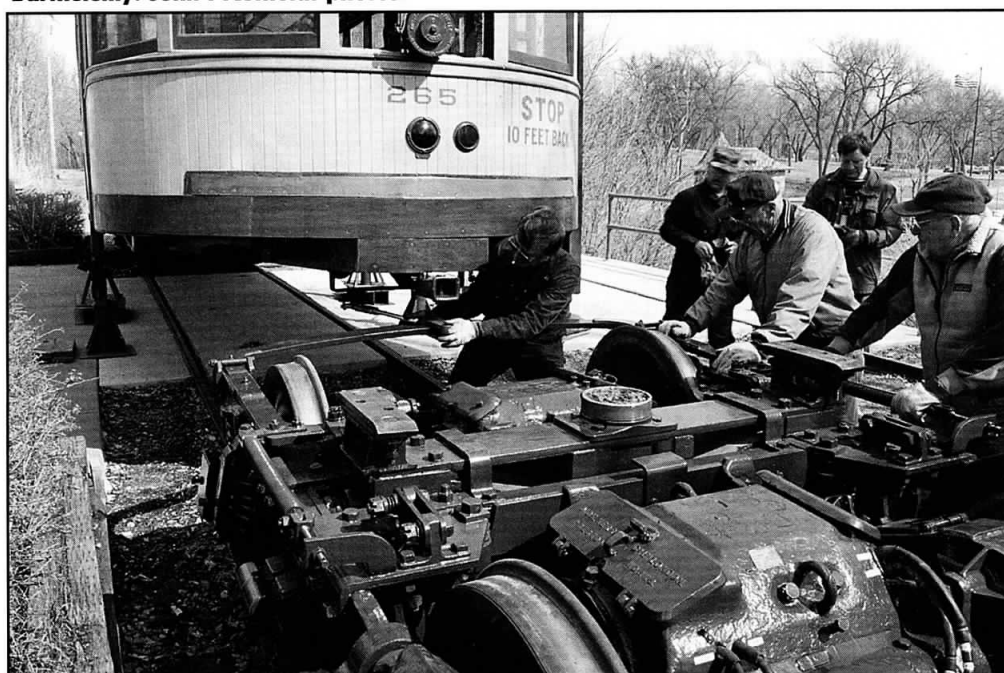
All four of the original roof ventilators are still on the car. The gongs are still under the platforms. The small foot pedals that operated the gongs were simply covered up with linoleum. When some of the porch wood was stripped away, it revealed small sections of traction orange paint, red striping, and cream window band. There were miscellaneous parts under the car, including two passenger grab handles that were attached to the folding doors, a complete set of platform stanchions and railings (so rusty that their primary use will be for patterns to make new ones), and other miscellany. The interior wood is in surprisingly good condition. Even the buzzer buttons on the window posts are still in place. The under frame, composite steel and wood, is in very good condition.

Where do you, the members, come in? We need a truck, which we've acquired in exchange for Chicago Transit Authority rapid transit car #4387, but which must be shipped here from East Troy, Wisconsin. And then there's the cost of restoration after #322 and #1300 are restored. The total cost of the acquisition and moving of the carbody and transporting the truck will easily exceed \$10,000.

As **Senator Everett M. Dirksen** of Illinois once said, "A million here, a million there, and soon you're talking about real money." We're not talking millions. But we're talking a lot for the Traction Fund. The Como-Harriet Streetcar Line Museum Store catalog is included with this Minnegazette - please make an order, or stop by the Linden Hills Station, to make your purchase. Bring your non-member (revenue) family and friends for rides. We also sent a special flyer to raise funds for the acquisition of #10 with the last Minnegazette. Please make a contribution to this fund and to the 1999-2000 CHSL Annual Appeal, enclosed with this Minnegazette. This is where you come in. With your help, Winona #10 will shine the rails between Lakes Harriet and Calhoun. So far, donations totaling \$2,200 have been received from **Carl Barthelemy, Charles Barthold, Zane Boyce, Paule Ehmcke, Richard Fish, Louis Hoffman, Aaron Isaacs, George Ittner, Robert A. Jensen, Ruth E. Jones, Steve and Jan Mitchell, John and Sue Oliver, Bill Olsen, Fred and Mary Raiche, Robert J. Vokes, Ed Waldroff, and Sven A. Wehrwein**. But this is only twenty percent of the costs we've incurred so far - from a fraction of the membership. Please, consider a



Papa's got a new pair of shoes. #265 received a reconditioned set of Japanese Brill 27E's. Its old trucks will go under restored #1239 at Excelsior. Sliding in a new one from L to R in the bottom photo are Karl Jones, Jim Vaitkunas, Roy Harvey, Dave French and Carl Barthelmy. John Prestholdt photos.



donation to the Winona #10 fund.

And what do we know about this gem? Russ Olson's *Electric Railways of Minnesota* tells us a great deal about this car. In addition, Russ's recent research at the Mercantile Library in St. Louis, which houses the St. Louis Car Company's archives, adds to the wealth of data in ERM. #10 was ordered from the St. Louis Car Company in October 1913, part of an order for four single-truck steel streetcars. Numbered 9 through 12, they were delivered in March 1914, entering service on May 3, 1914. They seated 32 passengers, weighed 12 tons, measured 34 feet, 4 1/2 inches long with six foot, three inch platforms, and eight feet, one inch wide, were equipped with a St. Louis 46 truck

and hand brakes, and were painted yellow. Air brakes were installed in 1916. With the change of Winona Railway and Light's corporate parent's name from Wisconsin Railway, Light, and Power Company to Mississippi Valley Public Service Company, a new color scheme was devised. The bodies were French grey with delphinium blue windows, and a black roof. Later, a white flare was painted in the dashes. Around 1930, a final color scheme was devised - an orange body, cream windows, red trim, a red-orange or black roof, and a white flare on the dashes, which was eliminated about 1934.

As bus service supplemented and eventually replaced the little trolleys, the fleet dwindled. After 1935, the system

operated with but four streetcars, including #10. Finally, buses replaced the last of the trolleys on July 21, 1938. The four remaining carbodies were sold - only #10 is accounted for - and the snow sweeper was transferred to LaCrosse for additional service there.

Annual Appeal kickoff

It just seems that the 1998-1999 Como-Harriet Streetcar Line Annual Appeal ended, didn't it? That illustrates how important your continued financial support for the CHSL Annual Appeal is. Please remember that your membership dues support the Museum's General Fund only. And because members ride for free, the Annual Appeal is your one regular chance to support the Como-Harriet Streetcar Line financially. The CHSL Annual Appeal flyer is enclosed with this Minnegazette. If you're one of the 700 or so Museum members who haven't contributed to previous Annual Appeals, please consider becoming a benefactor of the Como-Harriet Streetcar Line this year. And if you have contributed in the past, thank you again for your great generosity.

And there's more than ever to fund - the acquisition of Winona #10, the match for our TEA-21 grant - if funded - or ongoing track work if not, the completion of the restoration of TCRT PCC #322, the upcoming restoration of TCRT #1300, the restoration of Winona #10, motor bus restoration, and improvements to the carbarn (insulation, heat, and plumbing) are only a small number of the worthy projects crying out for money to supplement the work of more than 100 volunteers. Can't give money? How about volunteering? Or better yet - how about both?

In related news, the Traction Committee has decided that the \$645 donated in memory of **Al Jensen** will be used to match our applied-for TEA-21 grant - meaning that, if we are successful, those funds will leverage another \$2,580. And the Onan Family Foundation has made its annual grant to the Traction Division, this year in the amount of \$4,000. In addition, we've received a \$100 donation from Chicago-area member and Central Electric Railfans Association veteran **Norman Carlson**. CHSL Company Store

The catalog that was to be included with the last Minnegazette wasn't - it's on the back of the Annual Appeal flyer. What convenience - you can make a donation to the Annual Appeal and make a purchase from the CHSL Company Store - all with one form.

TEA21 update

The Museum's application for supplemental TEA21 preservation and maintenance funding - enough to completely rebuilt the line - was rejected by Minnesota Department of Transportation staff. We will, of course, submit a TEA21 application for the same amount. And we're hoping the City of Minneapolis will seek funding for the long-awaited Lake Street extension.

The bad news is that we must now rebuild our track over a period of many years instead of in one fell swoop - until we hear that status our TEA-21 application is successful. Completing that work will take labor and money. Please volunteer, contribute to the Annual Appeal, or both. Without you, the membership, it won't happen.

David Boone

Veteran motorman and foreman **David Boone** died on April 30 at age 49 after a three-year struggle with cancer. David joined us at CHSL in 1985, with his first shift as a motorman on August 3. The following year, he volunteered for track work. And in 1993, he was promoted to foreman. Karl Jones recounts that he often called on David to assist with training and noted how good he was with children. I remember that David often volunteered for difficult-to-fill weekend shifts and was often on the "top ten" list of Transportation Department volunteers who regularly gave many hours of service. And until his illness prevented it, David continued his loyal and dedicated service to the Museum - his last shift was on July 31, 1998. And despite his illness, he hoped to recertify for this season. David is survived by his wife **Cecelia** and his daughter **Sandra**. David specified that memorials in his memory should be made to the Museum. Those members wishing to do so may send their memorials to: David Boone Fund, MTM, 193 East Pennsylvania Avenue, St. Paul, Minnesota 55101-4319. To date, donations totaling \$1,185 have been received from **Earl K. Anderson**, **Gary and Nancy Anderson**, **Mr. and Mrs. John C. Bischof**, **Lisa Bruere**, **marcia Golob** and **Jack Wartnik**, **Louis Hoffman**, **Keytech LLC employees**, **Susanna Moody**, **Mr. and Mrs. E. H. Moore**, **William and Marian Moore**, **Vance K. Opperman**, **David and Mary Parker**, and **Carlos Portillo**, **John and Kathy Prestholdt**. The Traction Committee hasn't yet designated these funds.

General Services Department

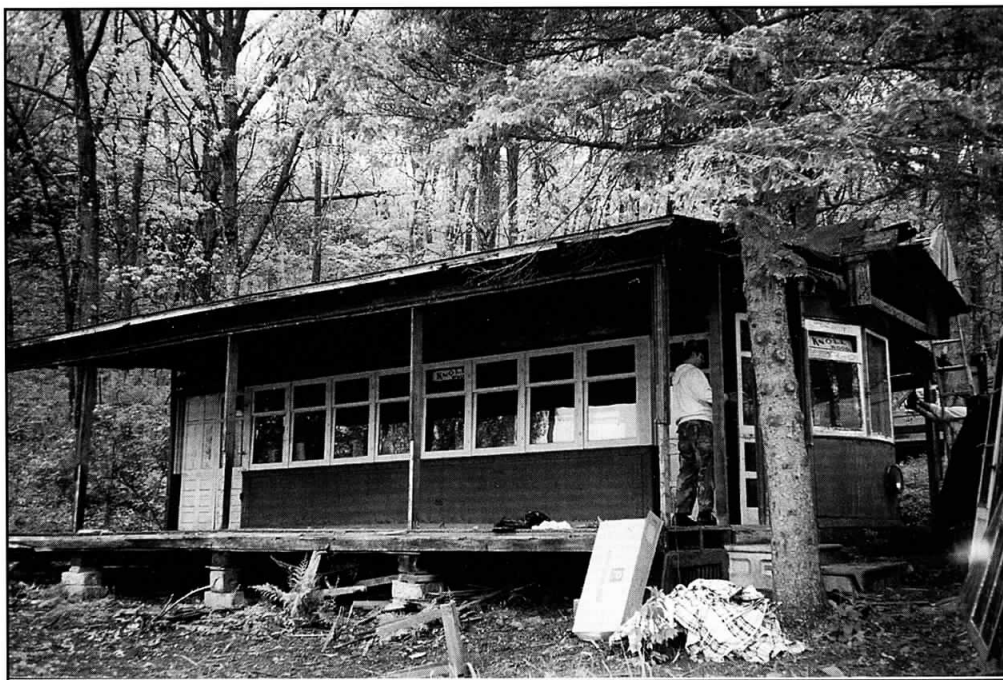
This year's preseason publicity campaign was expanded considerably. A press kit was sent to every newspaper and magazine that we could identify in the metropolitan area. In addition, a special news release touting volunteerism was sent to several southwest Minneapolis newspapers. Printed in the *Southwest Journal* with a catchy headline and photo, close to one-half of our new volunteers signed up as a result of this article. Thanks to the **Southwest Journal** for its support - and to our southwest Minneapolis neighbors who have joined us.

Courtesy of **Jim Vaitkunas**, there is a new outdoor bulletin board on the Linden Hills Station, allowing us to post information about merchandise for sale

in the station, Traction Division and Museum activities, and special events.

Mechanical Department

#265 is now sitting atop its cleaned, freshly painted, and thoroughly serviced Brill 27E-1 trucks. Although a little bouncy, the car rides well, and is noticeably faster. It's a definite improvement over its former trucks, which have served well since 1982 and will now be used to restore #1239 for service on the Excelsior Streetcar Line. #265 also sports an upgraded interior - its wooden floors have been stripped and refinished and all brass work has been polished. Thanks to **Carl Barthelemy**, **Mark Digre**, **Dave French**, **Neil Howes**, **George Isaacs**, **Karl Jones**, **Walt Strobel**, and **Tony Vaitkunas** for their help. In





addition to general preseason inspection, #1300 replaced #265 in the maintenance bay to have a cracked brake shoe holder repaired. In-season plans are for one or two crews per month to perform monthly maintenance on both the operating and reserve streetcar. If you can help, please call Chief Mechanical Officer **Clyde Stephens** at 612-920-0895 or Shop Superintendent **Karl Jones** at 612-427-7891.

Motor Bus Department

The Motor Bus Department has a new Superintendent, **Ken Luebeck**, a Metro Transit driver. Thanks to **Fred Beamish**, long-time Superintendent, for his service. Fred will stay on as Assistant Superintendent - Operations Planning. Here's the remainder of the rejuvenated Motor Bus Department organization: **Louis Hoffman** served as crew caller on an interim basis, although that position is currently vacant. Fred and Ken will oversee safety and training, again on an interim basis, **Dick Loeffler**, will serve as street supervisor, and the Assistant Superintendent - Maintenance and Restoration position is currently vacant. In addition to recruiting Metro Transit drivers at a series of open houses at Metro Transit garages this summer, we hope to utilize the services of existing members with commercial licenses but no experience driving transit buses or those who want to get commercial licenses to drive our buses. We know who some of you are - if we don't, or if

Demolition crew member Michal Murawa took this sequence of Winona #10 emerging from the cabin it has occupied for the last 61 years. Its in-service career lasted only 24 years. The body is in fine condition. The faded MVPS stands for Minnesota Valley Public Service.

you're not sure that we do, let us know.

We will soon have a new contract with Metro Transit for the storage, maintenance, restoration, and operation of our fleet of historic motor buses. Thanks to Metro Transit General Manager **Art Leahy** for his cooperation and support and to **Aaron Isaacs** and **Jan Homan** for their assistance. Under the key provisions of the contract, Metro Transit agrees to store three buses indoors, will permit its employees to volunteer to maintain and restore the Museum's buses outside of work hours at Metro Transit facilities but at the Museum's expense, and will allow the Museum to use Metro Transit communication channels to recruit its employees as volunteers.



Those familiar with our fleet know that we have eight buses. What will happen to the other five? We hope that the Rochester Yellow coach will remain at Jackson Street under a joint use agreement between the Jackson Street and Traction Divisions. We anticipate that it will continue to be stored at Jackson Street and will be restored by whichever Division gets to it first.

Ken is working on arranging storage for the three General Motors TCH-5105s at Jackson Street, one of which will be restored and two of which will be used for parts, and the 1948 former TCRT Mack owned by Richfield Bus Company. MTC #1488, the AM General stored at Jackson Street, has been sold for scrap because of its badly deteriorated frame and extensive vandalism damage. Our great thanks to our friends at the Jackson Street Roundhouse for permitting us to store some of our bus fleet there for so long.

This will give the Museum a six-bus fleet built between the 1930s and 1960s - at least one from each decade - from three builders - a representative collection of buses that operated in the streetcar era and for TCRT.

May was a busy month for the Motor Bus Department. Unfortunately, planned operations to shuttle visitors to Jackson Street Roundhouse for Thomas the Tank Engine's visit were canceled because #1399 wasn't ready for service. But on May 22, #1399 offered rides at Centerville's recycling fair. Then there was our regular May service - the Linden Hills Fair shuttle service from the Linden Hills Station to 43rd and Upton and the Linden Hills Community Center on May 15 and 16 and the

Minnehaha Depot open house scenic tours on Minnehaha and River Parkways on May 17 and 24. Thanks to our drivers, **Fred Beamish**, **Burt Foster**, and **David Moore** for their help and to Metro Transit staff for inspecting and repairing #1399. Thanks also to volunteers who offered but didn't get scheduled: **Blair Dollery**, **Dick Fish**, **Morten Jorgensen**, **Nick Modders**, and **Jim Otto**.

Several additional operations are planned for 1999: the National Model Railroad Association's July 23 visit to Como-Harriet and Minnehaha Depot, an August 14 wedding party, and the Elk River Heritage Fest.

Physical Plant Department

Railroad Specialties performed major track work during the third week in April between the William Berry Parkway bridge and the north end of the line. The work included replacement of 200 ties, tamping and aligning joints, and smoothing kinks and joints on curves. In addition, much lighter work was performed in May and June by volunteer crews. If you'd like to help with this much-needed work in the fall, Superintendent of Physical Plant **Scott Heiderich** can use you. Please call Scott at 651-645-3333. Don't want to do heavy lifting? How about a contribution to the Annual Appeal? \$60.00 pays for one tie!

Transportation, Safety, and Training Department

Seventeen members, some of them new, enrolled in the motorman training class this spring. The 13 who completed training are **Kevin Christianson**, **Eric Eaton**, **George Edwards**, **Roland**

Ehrenberg, **Bud Goldstein**, **Patricia Jones**, **George Ketsonas**, **Kathy Kullberg**, **Shellie Specter**, **Chris Van Meter**, **Jeff Wabik**, **Heather Worthington**, and **Dave York**. Welcome - and thanks for joining us! And thanks to Assistant Superintendent **Dave Culver**, Superintendent **John Kennedy**, **Jim Vaitkunus**, and others who assisted with training this large and enthusiastic group of newcomers.

Classroom training was expanded to three nights and it was reorganized to make the process flow more smoothly. In addition, recertification was expanded to include a brief orientation to new policies, procedures, and rules. In addition, preseason written materials were given out - and signed for - instead of being mailed out (also saving considerable postage!).

Also joining us are station agents **Paul Kampe** and **Stan Scheuerman**.

Minnehaha Depot

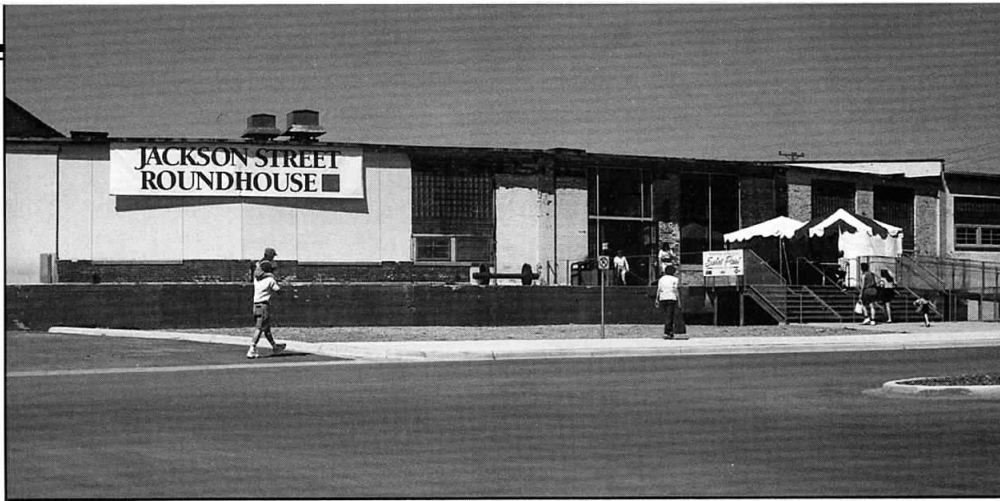
The annual open house, held on May 17 and 24 and attended by nearly 100 members and friends, was another great success. In addition to viewing the many interesting artifacts and displays in the Depot and the telegraphy demonstrations, visitors enjoyed scenic trips on Minnehaha Parkway aboard TCRT #1399 driven by **Fred Beamish**. One trip each evening continued to Lake Nokomis and the Metro Transit turnaround at Bloomington and 54th, where #1399 met the regular Metro Transit 14A - with our destination signs turned to "14-A BLOOM-ROBB-BDWY."

Thanks to **Corbin Kidder** and **Maryellen Digre-Mueller** for once again organizing a great event, including the tasty buffet and hot and cold beverages. Please remember - it's not too late to visit or volunteer at the Princess this year. To volunteer, please call Corbin at 651-227-5171. The open house process gained us three new volunteers. The Princess is open to the public on Sundays and holidays from 12:30 to 4:30 p.m. until Labor Day.

The Depot's owner, the Minnesota Historical Society, has produced a nifty color flyer, similar to the flyer it produces for its other historic sites, that will be distributed at those sites. Our operation of the Princess is referenced in the MHS web site. And Corbin will write an article for MHS's Site Seer about the Princess. In addition, MHS will re-roof the Princess and touch-up the exterior paint. Still to come is

#10 sits on the shop dolly outside the Excelsior car barn. Richard Krebs photo.





The east side of Jackson Street greets the public for the first time. Eric Hopp photo.

relaying the brick platform. In addition, we are hopeful that the Park Board will improve the landscaping around the Depot. One other improvement: **Chris and Heather Worthington** made a sandwich board that reads "Depot Open Today" for display outside of the Princess, similar to the signs that they made for use at the Linden Hills Station and Lake Calhoun platform.

PCC Update

-George Isaacs

It runs! In Tuesday, June 1 we put #322's pole on the overhead and turned on the power. **John DeWitt** was the motorman and went through the startup procedure that he learned at the Newark Subway in 1997. With just the motors on the front truck connected he moved the car forward and back 20 feet. He repeated the same moves with just the rear truck powered. This was done very slowly as the dynamic braking system will not function unless both trucks are powered. It worked, and without any evidence of an electrical malfunction.

The successful application of 600 volts to the motor control system can be laid on the electrical genius of Neil Howes, whose renovation and analysis of the motoring controls made this trouble-free startup possible. No, it is not ready for revenue service, but we have surmounted a major hurdle.

With both trucks connected, yours truly was given the honor of running the car down to the Linden Hills station where we took a few pictures and congratulated ourselves. The dynamic braking system (the motors turn into generators connected to resistors) functioned effectively, slowing the car down to two miles per hour. The ultimate stopping was accomplished by Roy harvey and Jim vaitekunas jamming two by fours in front of the wheels. The

use of two by fours will be suspended when the stopping brake system consisting of electrically release, spring applied motor shaft brake shoes are adjusted and activated. Thanks to the many PCC manuals we have acquired, plus information from Newark, this should not be too much trouble. We still have to do some more work to make the magnetic track brakes effective.

All of the painting, application of the TCL logos, numbers and lettering on the exterior of the car is finished. These tasks were accomplished by **Vern Bonneville**, assisted by **Del Bergstrom**, both Metro Transit retirees. In addition, **Howie Melco** continues to install standee windows, a tough job at best. We are fortunate to have these bus maintenance professionals as volunteers.

By the time you read this report, all the flooring and some reconditioned seats will be installed, starting from the rear of the car and going forward. We are finding that installing the cranks that raise and lower the windows is not an easy job. Each crank has a built-in clutch to prevent an overly zealous passenger from damaging the window mechanism. When we slip the crank over the shaft of the window mechanism we can't remove it to adjust the clutch for proper operation. Stay tuned, we will figure this one out eventually.

Lastly, **Jan Homan** has been rebuilding the 12 seat frames using commercially bent tubing to replace the foot rest bars and legs that were badly corroded by the salt laden snowy shoes of many passengers.

In conclusion, the transformation of #322 as received from Cleveland to what it is today is a tribute to the approximately 50 volunteers who over seven years have done what needed to be done. Keep you collective shirts on, the car will be ready for revenue service for the start of the year 2000 season.

RAILROAD DIVISION REPORT

-Dick Kolter and Eric Brom

A new station stop

This year a new station has been added on a trial basis. Division Superintendent **Dave Ahlgren** has arranged for a train ride to be added to the activities available for persons camping or visiting at William O'Brien State Park. Our track passes through the park. Three times this summer, on the holiday weekends, our trains will stop at the park crossing to pick up passengers. Park personnel communicate to their patrons about the schedule in advance.

Campers who wish to ride the train are told to hike to the crossing and be ready to board at 11:55. Tickets are sold in the park. The first Marine trip of the day makes its usual turn at Marine and on the way east stops at the park crossing. Anyone from the park choosing to ride will be returned on the westbound leg of the next Marine trip, arriving about 2:30 PM. Park riders are given a choice of what they want to do with part of their 2 1/2 hour experience. When they reach Osceola they can choose to get off the train and eat or shop in Osceola for 1 1/2 hours. If they want to continue riding they may choose to take the Dresser trip. Park customers then take the 2:00 PM Marine trip which will deliver them to the park crossing. Memorial Day weekend found 59 park customers taking the trip.

If this trial program is well received for this year's three trial attempts it may be offered on more days in future years. There was much planning time necessary to make this work. Since the park is a government agency many different levels of officials had to be contacted to give approval to the idea. **Dave Ahlgren** has been a park volunteer for many years so he knew who to talk to and what to say. Even with his connections he needed two years to get all of the details worked out. The first of these trips seemed to be very successful, most passengers seemed happy and it was easy for the crew to do. This is a good example of one person working to develop an idea that has already brought in revenue and created good feelings.

1999 Training Day

This year new brakemen and car hosts participated in a training day at Osceola and used the equipment that

we use for regular service. This is a different format from what was used when training was done at Jackson Street. Most who attended the May 22 day felt the process of actually learning on the equipment that they were going to use was a very good idea. **Morten Jorgensen**, Director of Safety and Training, did much of the planning for the day. This year's group of new student brakemen is larger than it has been in recent years with twenty new faces. Along with the twelve students who qualified last year we have thirty-two student brakemen. At the start of this season we also have fifteen brakemen, fifteen conductors, and seventeen engineers, a total of 79 qualified people.

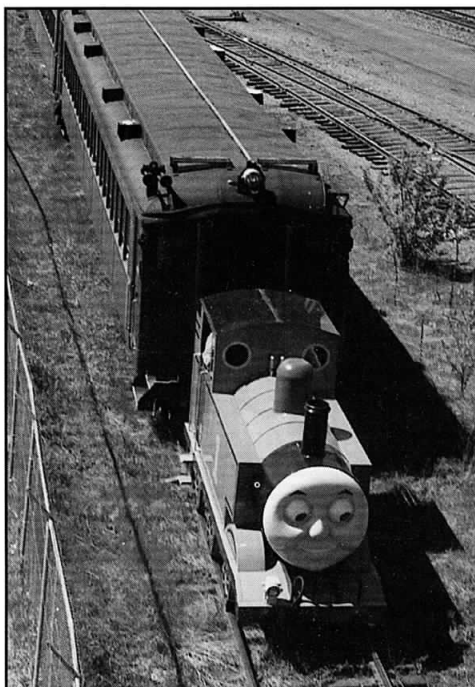
Motive power and equipment

This year we have at Osceola both the old standby NP #105 and our newest addition Soo #559. The plan is to use them alternately for a few weeks at a time. This should assure that both units stay in good operating condition and are ready if needed for some unusual circumstance. Since the controls are considerably different it will also keep the engineers familiar with both systems.

One of the major projects at Jackson Street this past winter was work on car #1213 to install two new toilets. This will provide us with much needed restroom space for this season. The car and its new toilets got a good test when it was rented in May by the 261 group for an excursion to Duluth.

Equipment work and museum projects at Jackson Street kept the volunteers very busy during the recent off season. In fact when spring was nearing and much work remained, Supt. Ahlgren organized two marathon work weekends consisting of work sessions on Thursday and Friday evenings and all day Saturday and Sunday. These sessions were very successful and well attended, in fact we believe that there were more volunteers working these two weekends than we have ever had in the past. We have truly a volunteer organization.

This past winter a new volunteer position of Yardmaster was created to help coordinate the volunteer work at Jackson Street. **Eric Hopp** was appointed to this position and has done an exemplary job all winter and into the summer. Twice a week he has put out a "Work Completed and Work to be Done" list for everyone interested. It is available on the Internet. With the many hours Eric has worked at this position it is very difficult to understand that he actually has a "real job" and works at that too.



Thomas the Tank engine was dwarfed by its consist. In fact, NSP #5 was doing the work. Eric Hopp photos.

Employee timetable

This season we have a new and updated employee time table for all of the operating crew. This new edition, which is number ten, was put together by John Stein in very good form. The rules say that all operating crew members must have a current time table, which also contains many special instructions. Actually in our case the many pages of instructions are probably the most important part of the time table.

JACKSON STREET NEWS

- Eric Hopp

It has been an action-packed spring at Jackson Street. Through the combined efforts of dedicated volunteers, employees and contractors we have accomplished a lot. Railroad Division mechanical staff made many improvements to the fleet and, despite setbacks, had everything ready on time. And on May 1st something really exciting happened. For the first time ever, the Roundhouse was opened to the public.

Museum Grand Opening

Almost fifteen years ago a need, a desire and an opportunity came together. After moving from Como Shops to the Minnesota Commercial roundhouse, MTM needed its own facility for railroad equipment restoration and maintenance. At the same time, the collection had grown to include artifacts and rolling stock which



could not be exhibited in the off-line excursions we were then operating. When an opportunity arose to purchase the former Great Northern Jackson Street Roundhouse, we saw a potential maintenance base and exhibit hall. Though not immediately usable - it had not served the railroad since 1959 - it's early retirement had spared it the progressive demolition common to roundhouses and we got a building with an amazing 80% of the original structure intact.

The immediate need was for maintenance space, which was met with a simple pole barn. Then the long process of fundraising, planning and executing the renovation began. Rent money from tenants paid some of the bills, while generous donations from **Art Pew** paid off the loan. When federal funding became available through the Intermodal Surface Transportation Enhancement Act (ISTEA) MTM sought and received sufficient funding to begin the renovation. Through the executive direction and continued generosity of **Art Pew**, dedicated work by **Wanda Sims**, **George Bergh** and **John Robinson**, and exhibit development led by **Noel Petit**, the dream began to take shape. Then opportunity came knocking again. The museum in Green Bay, WI had created a replica of the popular television locomotive Thomas the Tank Engine. Together with the creators of the television series, **Britt Alcroft**, they made Thomas available for events. "What better way," we

thought, "to put Jackson Street on the map." In 1999 Thomas was only available in early May. We figured we could be ready by then, and decided on a "Day Out With Thomas" event to celebrate the museum's grand opening.

Everyone switched into high gear. **Wanda Sims** marshaled the contractors to make sure the Rutledge depot, the two passenger car exhibits, and the Roundhouse facilities would be ready in time. John Robinson accepted responsibility for coordinating ticket sales and concessions. **Noel Petit, Sharon Hanson, George Bergh** and the Jackson Street Associates put in many long hours finishing up the exhibits. **Charles Barthold** took a couple weeks off to make sure sufficient store inventory would be available. Bob Hawkins, Phil Wellman and Bill Marshall spent many hours getting the signal and dispatching exhibits

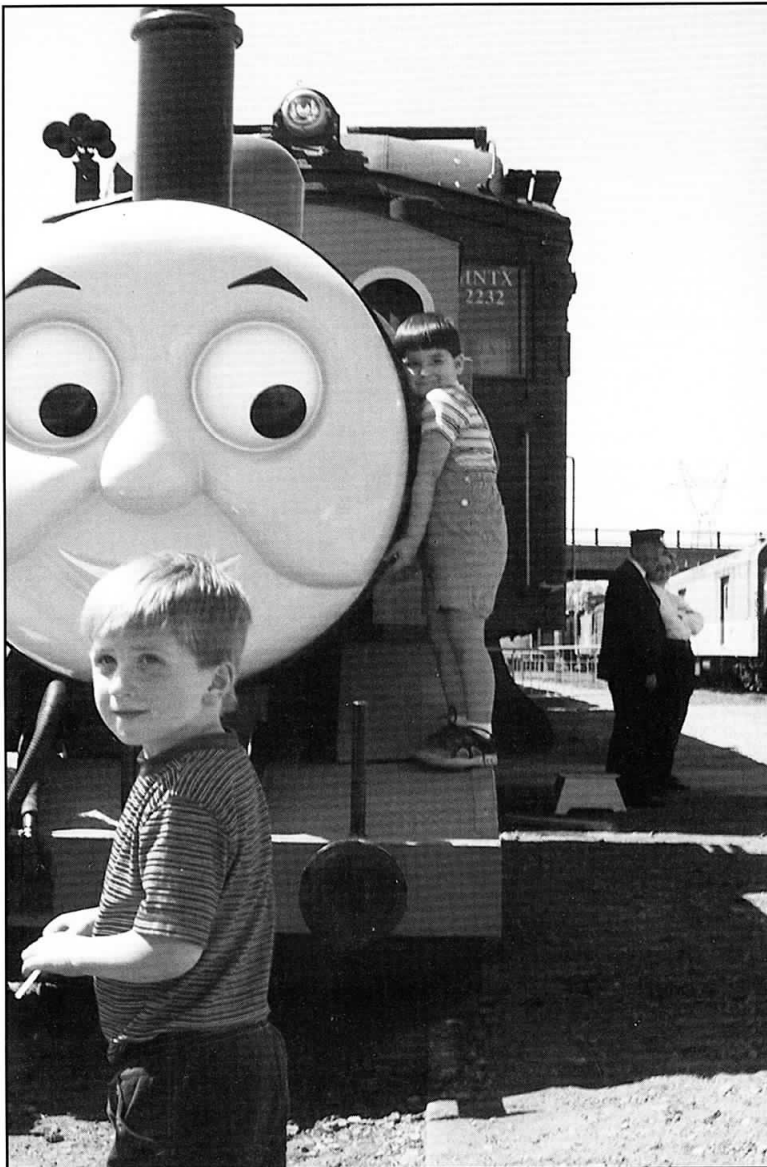
Thomas and Sir Topham Hat meet their fans. Almost 6800 people came to Jackson Street for the event.

working. And the Railroad Division crews got the passenger cars ready earlier than planned, cleared a track for the excursion train and arranged the more presentable rolling stock as exhibits.

When the big day finally arrived, Jackson Street was transformed. The museum was crowded with children and their families who had come to ride behind Thomas and stayed to see the exhibits. In four days, 6792 people came (55% of those tickets were sold via our web site) and gross ticket and store sales reached \$75,000. Neighbors to the west allowed the use of their parking lots to handle the crowds. Inside the museum, children could play on a mock steam engine or run the wooden toy trains, explore the inside of caboose NP #1631, get their faces painted, or watch real trains go by on the BNSF main. Meanwhile their parents could peruse exhibits on track maintenance and dispatching, operate a semaphore or watch a wig-wag, learn about

railroading in the theater, or read about steam engines and streamliners. Every half hour, the announcer called out the next trip. This sparked a mass exodus to the terminal platform, where the train was arriving on track one. Behind Thomas were coaches 2232, 2604, and 1213 (and helper engine NSP 5). The trip went down the siding to the mainline crossover and returned. After the trip children were able have their pictures taken with Thomas and Sir Topham Hat. (Played by **Sharon Hanson's** daughter **Molly Getty**.) They could also see the snow plow, caboose, Dan Patch, 2156 or other equipment on display, or watch from behind the rope barrier as shop crews worked on the 328, 559 and A-11. In all, some 115 MTM volunteers from all divisions participated. Thanks also to the volunteers from the St. Paul Police department.

Since the grand opening, the museum has been open to the public every Saturday from 10 until 5 and Sunday from 1 until 5. If you enjoy



storytelling and teaching the next generation about our history, consider signing up with **Sharon Hanson** as a docent. Help with continued exhibit development is also needed.

Winter shop projects

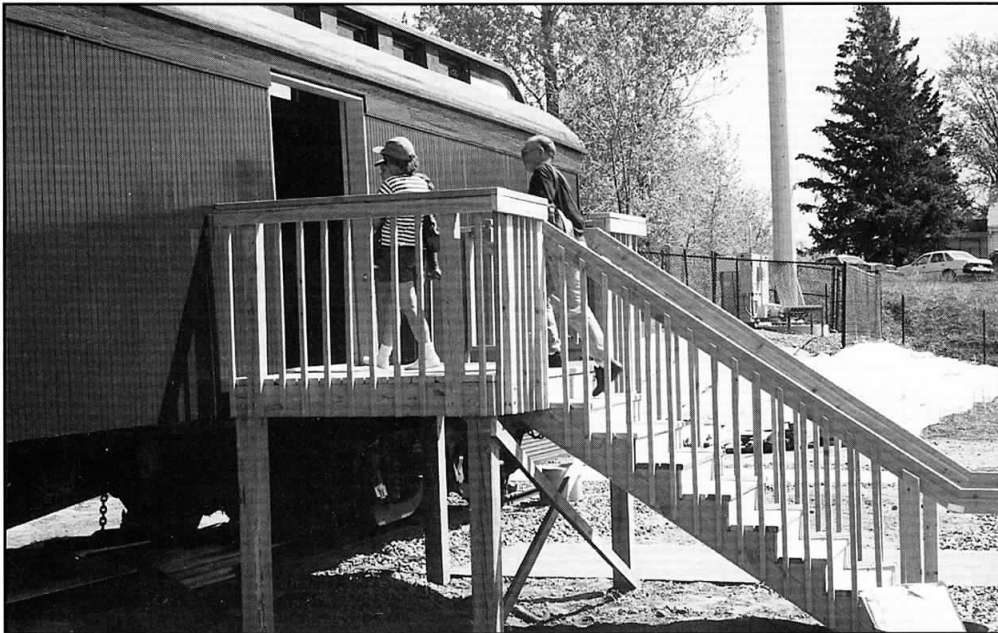
To say the shop crews were busy this spring is an understatement. They were insanely busy. The list of work done below conveys a sense of how much was attempted - and accomplished. That this was done in spite of the Chief Mechanical Officer's departure and in time for the museum's grand opening is

Duluth, South Shore & Atlantic RPO #101, restored both inside and out, greets visitors as they leave the parking lot.

Eric Hopp photos.



Warren Olson explains the controls to the working Northern Pacific semaphore display.



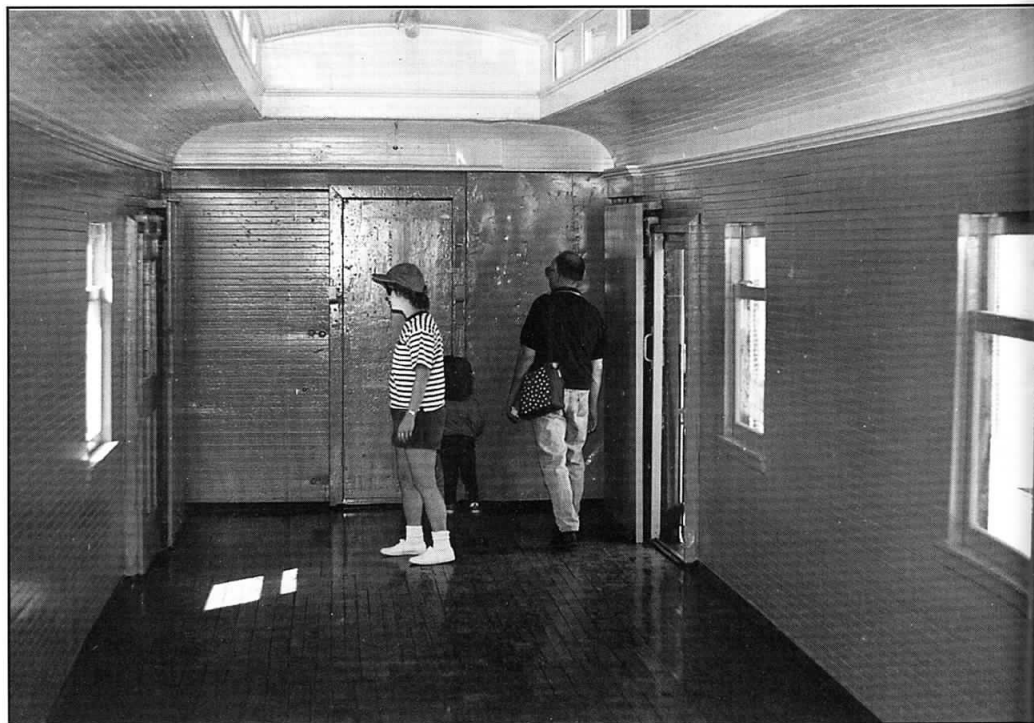
Schulte's excellent care that little had to be done. The 92-day inspection was performed, the engine compartment cleaned, cab restocked, and a broken battery box hinge repaired. Credit goes to **Modders, Goebel, Foster, Stendahl, Hopp, Gamble, Johnson, Wellman, Engels, Schulte, Mahre, Jorgensen, Edstrom, Dullinger, and Grube.**

Northern Pacific 328: After receiving its flue inspection and extension, all openings were plugged and the boiler given a hydrostatic test. This revealed some broken stays which were still being repaired at the time this article was written. Gauges were also dead-weight tested and a wheel report done. The cab windows were repaired,

a tribute to the skill and dedication of the volunteers.

Soo Line 559: In addition to the regular 92-day inspection and maintenance, additional testing, repairs and some MTM "customizing" were done under diesel foreman Larry Schulte's direction. The crews gave it an extensive checkup and corrected potential problems with the batteries, cooling fans, fuel pump and main generator. Also as a preventive measure, a pre-lube pump was installed. In the cab, defective windows were replaced, missing stencils applied, and supplies re-stocked. Finally it was given a good cleaning inside and out. All this was accomplished by **Wellman, Engels, Gamble, Kasseth, Keech, Kallas, Foster, Stendahl, Hopp, Heine, Skeivik, Johnson, Hawkins, Mahre, Peters, Modders, Becker, Goebel, Jorgensen, Edstrom, Dullinger, Grube, Havlicek, and Fishbein.**

Northern Pacific 105: It's a tribute to





fireman's side tender water valve rebuilt, interior of the tender cleaned, protective metal caps put on the tender coal boards, new arch brick cast, fireman's injector and firebox door repaired. For future use, new water sight glass nuts were fabricated and blueprints were made for new injector nozzles. The steam crew consisted of **Matson, Mahre, Christian, McGonagle, Gross, McNattin (father and son), Wantz, Gilkerson, Hopp, Skeivik, Oliver, Gamble, Foster, Alfveby, Teskey, Dollery, Fish, Barris, Hawkins, Johnson, Wellman, and Kasseth.**

Lackawanna 2232: This year we converted it to 240/120 AC (to work with the 1102 and the Rock Island cars). A new under-car trainline was installed, lighting circuits replaced and light fixtures rewired. The existing 32-volt trainline and headlight were retained. In the future the headlight will be operable from multiple power sources. The toilet was cleaned and painted and its fragile PVC external drain replaced with steel. Necessary repairs were

A youthful visitor peers into Dan Patch #100. Among the new exhibits is a working wig crossing signal. Eric Hopp photos.

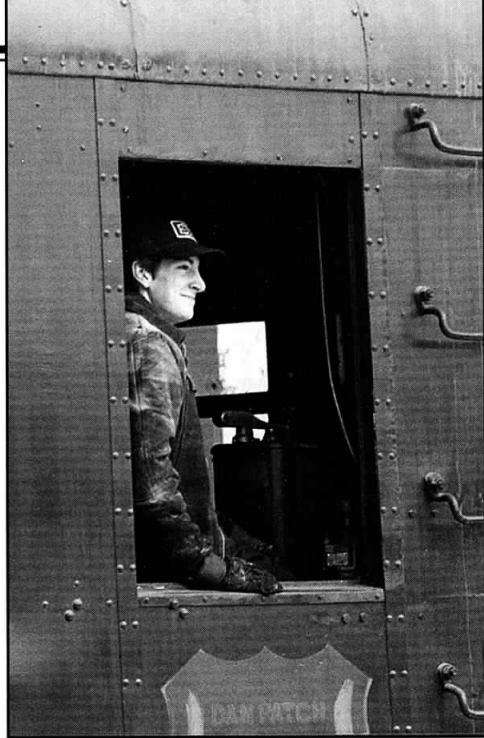
made to loose handrails and broken windows. Led by **Dick Heine**, the crew included **Fish, Jesburg, Rose (father and son), Wantz, Hopp, Fortin, Miller, "Electric" Mike, Keech, Kallas, Martinson, McNattin, Lindeen, Goebel, Mahre, and Tuggle.**

Great Northern 1213: She now has two working toilets! Installation involved repairing freeze damage to the water raising system, replumbing air lines, installing new floor tile, fastening sewage holding tanks underneath and running all the plumbing. The engine/generator needed a new head gasket to run reliably. To top it off, the shop forces cleaned and polished the interior and replaced all the bad light bulbs. The enormous crew responsible included **Stendahl, Stewart, Hopp, Gamble, Martinson, Miller, Dahl, Dalleska, McGonagle, Colopoulos, Kasseth, Wantz, Mr. and Mrs. Ostrand, Oliver, Matson, Kolter, Johnson,**



Wood, Olson, Wellman, Peterson, Geisel, Tuggle, Gross and Dollery. There is a neat story to tell about the toilets. Last year 1213 left a bad taste with the 261 group while on loan to them. (The air conditioning failed on a long, hot summer trip.) This year the volunteers, by working nearly around the clock, provided 1213 for their Duluth trip with air conditioning, running water, all lights working ... and some of the only working toilets in coach class!

Rock Island 2604: This car received a smorgasbord of improvements. Last year "pilot test" rebuilt draft gear was installed on 2608. Proven in service, the same work was done to both ends of 2604. While at the shop, two new "pilot test" improvements were also applied: an easier-to-operate Ajax hand brake and a sturdier, safer fold-up gate. Necessary repairs were also made to an end diaphragm and the windows.



Phil Wellman is responsible for getting Dan Patch #100 operational for the first time in years. Eric Hopp photos.

Credit for this is due to Dalleska, McGonagle, Hopp, Wantz, Gamble, Teskey, Keech, Gross, Wellman, Dollery, Mr. and Mrs. Ostrand, Oliver (father and son), Wood, Olson, Kasseth, Barris, Johnson, Goebel, Tuggle, Martinson, Matson, Mahre (father and son), Murray, and Kallas.

Great Northern A-11: After five years out of service, business car A-11 is being restored by **Tim Tuggle** and crew. To be sent to Osceola with NP 328, it was not finished at the writing of this article. Primary projects have been the repair and re-activation of the air conditioning system and replacement of the old double-pane windows with sturdy modern FRA safety glazing. Other projects include repair of the platform handrails and door catches, refinishing the platform end and hallway doors, repairing the 120-volt AC converter and rewiring the kitchen outlet for 15-amp capacity, adjusting the Mars light, repairing vandalism damage, repairing and re-activating the water-raising system, and installing a sewage holding tank. This summer it will have a quick coat of paint and the toilets will not yet be installed. Toilet installation, full body work and repainting, and reactivation of other mechanical systems will wait until another year. **Tim Tuggle's** A-11 crew this spring was **Stendahl, Hopp, Dalleska, McGonagle, Colopoulos, Heine, Martinson, Chinnock, Engels, Geisel, Wellman, Kasseth, Jarvis (father and son), and Gamble.**

Burlington Doodlebug 9735: **Phil Wellman, Mike Gamble and Keith Skeivik** have been over at the Minnesota

Commercial repairing the defects noted by the FRA inspector. Slowly but surely the obstacles to its movement to Jackson Street are being overcome.

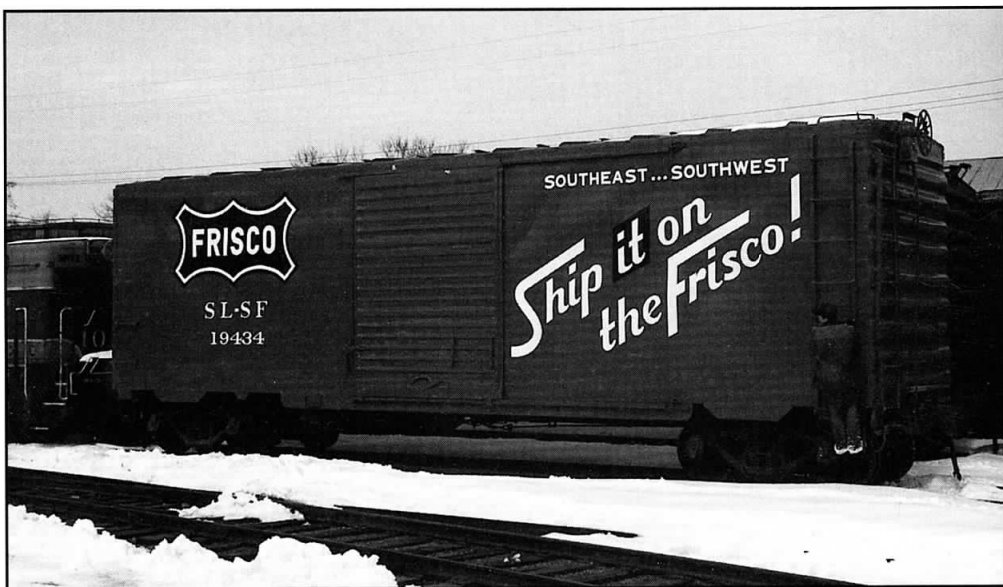
On the east side of the roundhouse, contractors have nearly finished DSS&A 101 and Rock Island 2529. Both now sport new paint jobs, doors and windows, stairs and handicap accessibility.

Member **Rich Colopoulos** has donated a drill sharpener and an H-frame arbor press. Member **Morgan Christian** donated a number of storage bins for the parts room, and member **Mark Engels** donated an office desk and printer. The coal loader is taking shape. **Mike Gamble** has finished mounting the hopper and is working on painting it and building a security cabinet for the control relays.

Restoration projects

The railroad division would like to see the Jackson Street Shops become as capable a repair and restoration shop as it can. This yields many dividends. First, anything that can be done in-house by volunteers will be less expensive than work by contractors, allowing our funds to stretch further. Second, it allows MTM to preserve, restore and maintain its rolling stock collection, which otherwise would return to the dust from which it came. Finally, it helps fulfill MTM's educational mission by giving volunteers the opportunity to learn new skills.

To that end, once the 328 and A-11 depart for Osceola, work will resume on Great Northern baggage car 265 and Lake Superior Terminal & Transfer



Equipment developments. (Top) Frisco boxcar #19434 sports its new paint job and lettering. (Bottom) We're overdue reporting that the two coach bodies formerly known as the Night Train restaurant on Como Avenue are now part of the MTM collection. One of the two cars is in pieces.

NW2 switcher 101. GN 265 was part of the Empire Builder and will look great with our existing GN streamlined cars 1213, 1096 and 1097. When complete it will provide concessions space similar to that in 1102, allowing us to give 1102 a rest on occasion or to provide snacks and refreshments on two trains at once.. Work this summer and fall will center on body repairs, floor installation, and truck/brake/draft gear repair. LST&T 101 is a twin sister to MNTX 102 which was lost in a blaze last fall. Its return to operation will provide a heavy switcher for Jackson Street and backup power for Osceola if 105 or 559 ever spend a summer out of service.

Now that Jackson Street is open to the public, we need volunteers to acts as tour guide or docents, to develop new exhibits and to staff the gift shop. To join MTM's newest volunteer team, call **Sharon Hanson** at 612-879-5008 or e-mail sharon.hanson@co.hennepin.mn.us. Summer hours are Saturday 10 AM-5 PM and Sunday 1-5 PM.

Roundhouse renovation

Planning for the next round of renovation was in the final stages this spring. Railroad shop staff were able to review a preliminary set of blueprints and provide feedback. Final blueprints should go to MNDOT July 1st. Bidding is expected to take place in August and actual construction could begin as early as September. Work will include demolition of the garage and installation of roundhouse doors, sewer separation, demolition of the south-west loading dock, and restoration of some trackage inside the roundhouse. Temporary track will connect across the parking lot to our existing trackage. Hopefully by next spring or summer will see a locomotive move into the roundhouse under its own power - for the first time since 1959!

In preparation, the Railroad Division expects to spend much of the late summer consolidating storage in Bay B and various boxcars, and moving everything out of the garage and south-west loading dock.

Volunteers have made a few improvements to the shop and office. **Dave Wantz** hung fluorescent lights over the lathes for better visibility. **Bob Gross** has steadily brought repairs of our third lathe to where it is almost operable again. DiaSorin Inc. donated a workbench, which was arranged by **Mark Engels**. Taping of the new locker room was begun by **Eric Hopp**, and restoration of the shop restroom begun by **Randy Martinson**, **Eric Hopp**, and **Phil Wellman**. The safety and training

room was put into usable condition by **Mort Jorgensen** and **Dave Ahlgren**, and has already served many times as a classroom.

In their spring issue, the Great Northern Railway Historical Society ran a short piece on the roundhouse restoration which was submitted by **Aaron Isaacs**. It's neat to see other organizations taking an interest in our work.

Looking forward to future renovation plans, the architect **Julie Snow** has prepared a "Projected Use Study" and submitted it to MTM for review. This study will set a goal for future funding applications.

EXCELSIOR REPORT

-Bill Graham

Boat notes

Minnehaha slid back into her watery home on Sunday, May 2, having had her bottom caulked and a new coat of paint, courtesy of **Tim Reichel**. She leaked briefly, but then she closed up her seams and thereafter maintained a nice dry bilge. **Pete Weir** stayed on board overnight to keep an eye on the pumps. During crew training sessions held throughout May, Minnehaha's equipment continued to operate without problems.

KARE-TV Channel 11 featured Minnehaha and the new Excelsior Streetcar Line on several programs during May, including an interview spot on the Saturday morning program. Minnehaha appeared as background for news and other program lead-ins. Television coverage always boosts ridership for the division, and the help received from KARE-11 is much appreciated.

The annual Steamboat Division Spring Gala, held at the Lafayette Club on May 8, raised \$19,400 for the Division. This event contributes a large piece of the steamboat division's annual budget, and it requires extensive planning and arrangements. Thanks this year go to the following people who made it happen: **Jim Oglund**, **Elizabeth Zastrow**, **Micki Smith**, **Verna Leipold**, **Charty Oliver**, **John Love**, **Egon Andersen**, **Lois and Roger Carlson** and **Ned Phelps**. **Ev Miller**, who had helped stage the Lafayette event since the beginning, died earlier this year.

The Steamboat division held its annual members' spring picnic at Yacht Club Island on May 22. MTM'ers and their guests from all divisions were

invited to this event. Minnehaha operated two trips from Water Street Dock, Excelsior, to the island. **Stan and Marlene Straley** and **Jackie Robertson** prepared the food - roast beef and fixings - assisted by **Jackie and Dave Irely**. About 140 members from all of MTM's divisions attended the picnic.

This spring's boat crew training programs yielded six new engineers, four new pilots and one purser. **Ross McGlasson** organized the pilot training program, while **Maxine Dickson** trained pursers. **Pete Weir**, **Leo Eiden** and **Jim Hewett** trained the engineers. We need pursers. It is an easy, enjoyable way to spend part of a day on beautiful Lake Minnetonka. **Comfort Leckie** volunteered many hours staffing the Minnehaha ticket office, but we also need more volunteer office help. Please contact the Steamboat Division office, 612-474-2115, if you can assist.

Member **Brad Robinson** donated \$2,500 to support the Steamboat Division's new "Give 'Em A Ride" program, offering free cruises for under-privileged members of the Twin Cities community. Cruises will operate Fridays at 11:00 a.m. and will be open to residents of womens' shelters, the Ronald McDonald House, the Hennepin County child adoption center and other similar programs. Those interested in taking advantage of this great opportunity should contact the Steamboat Division office. The division also will offer tours of the streetcar line and the Minnehaha to school groups for a nominal charge. In early October, just before being pulled from the water, Minnehaha will operate the annual Fall Colors Members Day and picnic, to which all MTM members are invited. The date is yet to be set. We need more help to plan and stage this event. Please contact **Lori Hammond** if you can help or if you wish more information.

Excelsior Streetcar Line opens for business

A large group of MTM'ers helped move our car #78 from Lake Harriet to Excelsior on April 23. The car stands under 12 feet tall, a fact that made the haul much simpler and cheaper. Shorty's Heavy Duty Wrecker Service sent their kneeling flatbed to which MTM'ers screwed down sections of temporary panel track. #78 was winched aboard the flatbed at the Como-Harriet line's north end, and then winched her down to the rails at Morse Avenue, Excelsior. The whole move took a little over three hours, and it went oh so smoothly. Representatives of Gladstone Construction, the electrical



The smooth track at Excelsior has largely tamed #78's bucking ride. This is the line's midpoint, just east of the Morse Avenue grade crossing. John Prestholdt photo.

on the broad, sweeping curve alongside Highway 7. Motorists crane necks for a better look at the classy little car scooting along what looks like a rapid transit line headed where? Deephaven? Hopkins?

Scott Heiderich also represented the Museum in negotiations with Lyman Lumber Company to re-arrange their parking lot through which passes the Excelsior streetcar track. Scott worked with Lyman, their architect and with City of Excelsior staff to design a new routing for the Hennepin County pedestrian trail and a new walkway from Lyman's parking lot to the front door of their new offices. This will eliminate automobile movements over MTM's track in the parking lot area. However, it will add another pedestrian crossing about 200 feet west of the present Morse Avenue crossing. Lyman will replace four of MTM's span wires with cross arm poles. This will free up two poles which will be set at either end of the track to tension the overhead.

Carbarn is full

Lyman Lumber Company's new parking lot will use the site of the former Bill Clark Oil building where MTM has stored a large volume of artifacts the past several years. The yellow brick building, long ago Excelsior's municipal electric generating station, had been considered for preservation, and MTM even had considered purchasing it. Lyman notified the Museum that the building had to be emptied by June 7 for demolition. On May 29, members **Ross McGlasson, Pete Weir, Lori Hammond,**

subcontractor who installed the electrification at Excelsior, were on hand to test out the system. After a couple adjustments, 78's pole was raised, and everyone present took turns running the car up and down the line.

Scott Heiderich, Eric Eaton and Michael J. Miller spent long hours to make sure the overhead is in good shape. Eric borrowed a boom truck to finish installing and adjusting the overhead frog at the mainline turn out. **Mike Buck, Dave Culver, Doug Hultgren and Bill Graham** offered operator training to everyone wishing to participate in the ensuing weeks. By Opening Day of regular service, May 22, a total of 18 operators had been qualified, over half of whom are from the Excelsior community or are new to MTM.

One reason for sending #78 to Excelsior was that she bucked so badly on the Lake Harriet trackage that it was feared the fragile carbody would sustain serious damage. By contrast, the Excelsior streetcar line is a "whole new railroad," built with re-lay quality 90 pound rail. The rail sections provide a nearly uniform head profile with good square ends. #78 hardly notices the rail

joints as she rolls over them. The ride is remarkably smooth, considering the car's stiff springing and the fact that single truck cars usually buck and pitch to some degree.

The ride over the Excelsior trackage is a bit too short at just under a half mile. Nonetheless, it is interesting because the track runs through back alleys and a parking lot that looks like a city street. There is a view of Lake Minnetonka and the underside of TCRT's original viaduct into Excelsior. The car can even stretch her legs a bit



Bob Dumas and Chairman Mike Miller prepare to cut the ribbon at the May 12th Grand Opening. Bill Graham photo.



George Ittner is one of the steamboat volunteers now trained as an Excelsior streetcar operator. He's sweeping the platform at the east end of the line. Bill Graham photos.

Dave Irey, Kerm Stake, Don Cox and Bill Graham removed nearly everything of value from the building to the new Excelsior carbarn. Besides car #78, the barn now houses both ex-Valley Fair gas cars, the tow truck, the extra pair of Chicago Transit Authority idler trucks, one of two remaining roller coaster cars from the long gone Excelsior Amusement Park, MTM's ex-Soo Line Fairmont motor car and the motors from a pair of ex-Melbourne interurban trucks. Among all this the carbody of Winona car #10 has also been tucked away. Excluded from all this are car #265's former trucks now at Lake Harriet and intended for car #1239. The barn is really full; so full that one must exhale deeply to pass among all the artifacts therein. More storage shelving was the order of the day, and so on June 5-6, Dumas and Graham built two more sections of mezzanine in the cold area of the barn. During that week, Bob Dumas continued to build storage racks and shelving on and under this mezzanine. That Wednesday, thanks to an E-mail appeal by Jim Vaitkunas, eight volunteers showed up to remove stuff from the floor to the new storage area. We swore it never would happen, but it did. A major house cleaning seems in order. The work boat "Toot" and a large marine steam engine found space temporarily in the boat building. Yet to find a home is a small steam boiler which could make a fine museum exhibit.

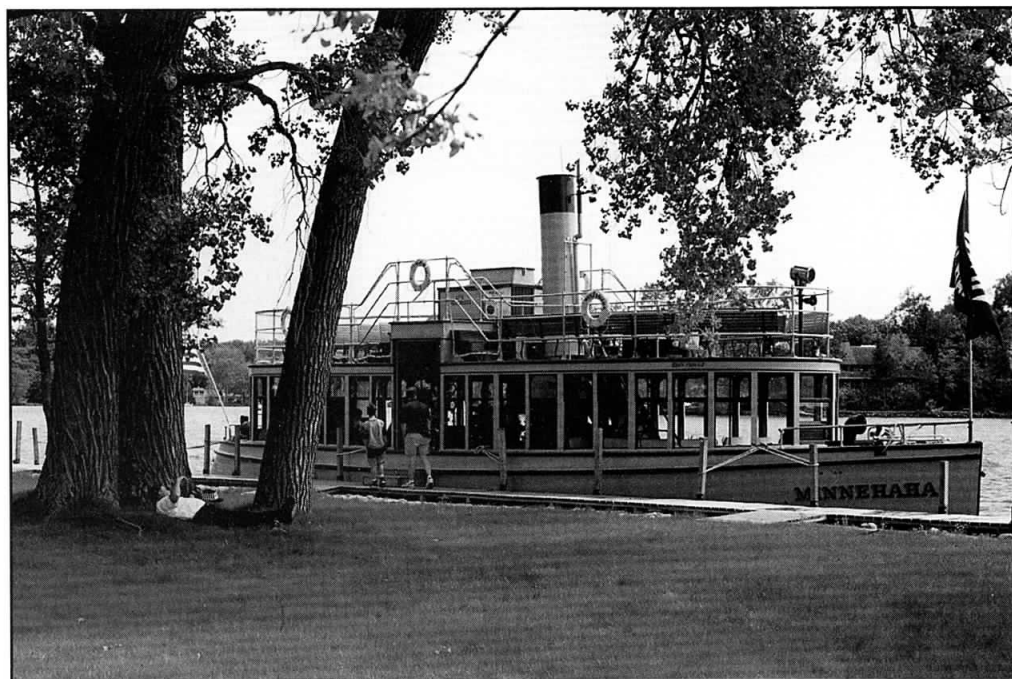
Bob Dumas and his crew continued to work on the restoration of car #1239. Bob Badzinski and Cliff Brandhorst

arranged to transport and install the new steel framing for the front platform. Western Steel Erectors of Long Lake again donated hi-tech, hi-torque bolts along with the use of their hi-impact wrench for fastening the bolts in place. Western Steel donated a total of over 200 of these special bolts for the 1239 project. George Ittner, Doug Hultgren and Fraser Morse continued to strip, fill and sand window posts and belt rail sections. Dumas and Badzinski completed repairs and painting of the wooden roof framing. New wainscoting is installed along the gate side and around the rear

end. Progress on this restoration has been rapid thanks to the continual efforts of these talented members.

Organ transplant from Duluth car #195

During Easter break, I noticed while touring the Lake Superior north shore that the carbody of Duluth Street Railway #195 still resided in the town of Mahtowa south of Carlton. By a very lucky coincidence, the owners, Como Oil Company in Duluth, told us the car was to be demolished that week and that MTM could remove parts for the #1239 restoration. Lori Hammond and I returned to Mahtowa the following week with Bob Dumas' pick up truck to salvage parts. #195 was a G-class car built in 1907 in the early 1200 series of Twin City Rapid Transit, identical in carbody to the fast suburban cars and to our car #1239. The Duluth fleet was composed primarily of Twin City-built cars. She never had been modernized and retained her original front and rear bulkheads and cab configuration. These are features few living MTM'ers ever have seen in person. The 195 showed us how the motorman's door was framed, the spacing of the posts forward of the doorway, and the location of operator's appliances in the car such as the gate mechanism and sand box. The thought occurred that DSR #195 would have been an excellent candidate for restoration if she had been rescued from the elements about 20 years ago. We were able to salvage the entire rear bulkhead with two sliding doors and hardware, most of the front bulkhead



For the second straight year, Minnehaha transported MTM members to the Minnetonka Yacht Club island for a picnic.

with its single sliding door, the forward post from the motorman's access door, and the lower interior panels and window sash showing post spacing, screw holes and shadows of appliances formerly installed there. All the salvaged pieces carry the car number '195' stamped on their upper edges. It was an invaluable haul that will make our restoration of car 1239 authentic to the original 1907 design.

Bill Olsen deserves our thanks for his donation of a complete conductor's stand with farebox, St Paul streetcar license plate, window pull, transfer punch and other artifacts to be used in the restoration of #1239.

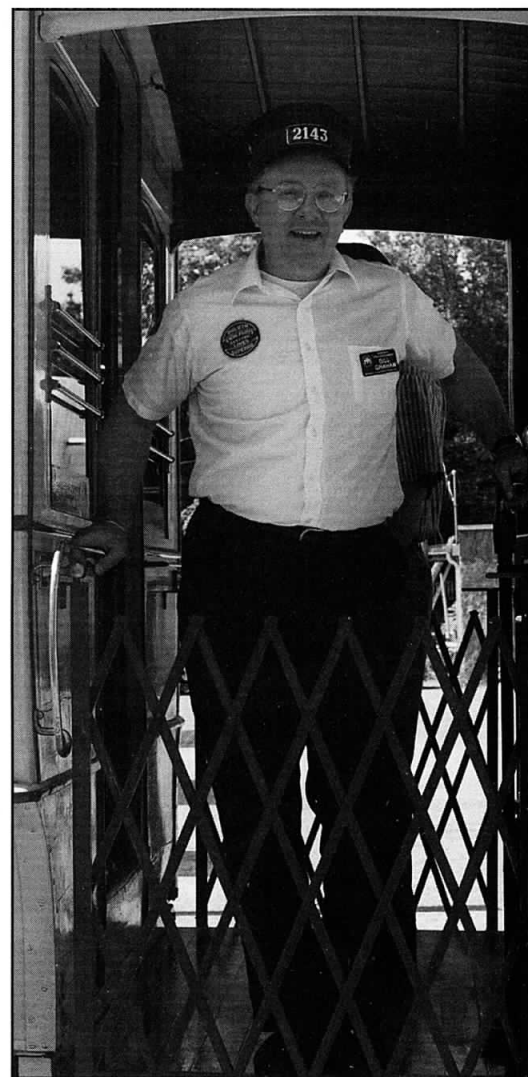
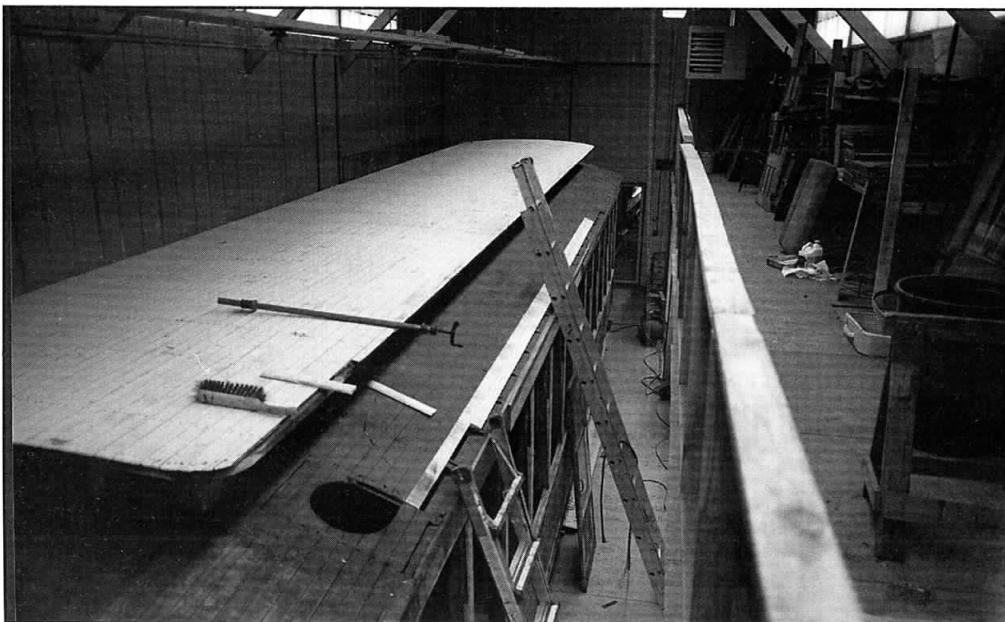
Winona #10 arrives at Excelsior

With car 78 serving as switch engine, both Valley Fair gas cars, the Fairmont motor car and a pair of extra CTA trucks were moved to new locations in the 3-track yard in an effort to make room for the arrival of Winona Railway & Light car #10. On Friday, June 11, **John Titterington**, **Mike McWilliams** and **Jim Vaitkunas** delivered the Winona 10 carbody to the Excelsior car barn. **Dale Movers** provided their big forklift to ease it off the flatbed and onto MTM's trusty car cradle on wheels. The move was complete by mid-afternoon. Cars 10 and 78 were posed side by side, and then #10 was



The restoration of Twin City gate car #1239 continues inside the Excelsior car barn. Top: Bob Badzinski works on replacing some of the deteriorated steel members that support the platforms.

Bottom: The car barn has a mezzanine for machine tools and parts storage. Note the roof hole for the coal stove exhaust stack. Lori Hammond and John Prestholdt photos.



Bill Graham was responsible for coordinating the startup of the Excelsior Streetcar Line.

eased into newly created space in the car barn.

Back about 1973, Bob Renz created the cradle to hold car 78 in the Museum's unheated building at the former Como Shops of Burlington Northern Railroad. In true Renzian fashion, Bob's design was elegantly simple: two lengths of 75 pound rail welded into a box frame set on four wheel casters from a retired hi-rail truck. That cradle has served MTM well over the years. Car 78 rested on it during the years she was being rebuilt. It hauled rail lengths at Como-Harriet when the rail piles need re-organizing. Now it provides a movable bed for Winona 10 in Excelsior. And despite all the benefits this unassuming little cart has bestowed on MTM, no one ever has bothered to give it a decent coat of paint. A serious oversight, to be sure.

The Pelican Valley Navigation Company

-Aaron Isaacs

All historic photos Becker County Historical Society, unless noted. All modern photos by the author.

At the Clay County Historical Society in Moorhead, I chanced upon three photos of small, launch-like steamboats, one of which was clearly negotiating a lock. I had stumbled onto the Pelican River Navigation Company, which served Detroit Lake and a chain of four adjacent lakes, all connected by the Pelican River. The river being quite inadequate for navigation, and the lakes being at different water levels, the company had dredged the river and built three sets of locks to reach its destination. There was no other operation in the state quite like it. The company survived under the same owner from 1889 to 1918. Now here was a story.

A visit to the Becker County Historical Society in Detroit Lakes uncovered a wealth of information and a large number of fine photos. I'm grateful to Director **Becky Olerud** for her help and generosity.

The Northern Pacific reached Detroit (as it was known then) from Duluth in 1871. However, it wasn't until the connecting line from Minneapolis to Sauk Rapids opened in 1884 that the tourist traffic took off. The Soo Line opened its line in 1903. The trains brought southerners, easterners and Twin Citians in search of a cool place to spend the summer. The lake region around Detroit soon became a favored destination.

Flowing out of Detroit Lake to the southwest, short pieces of the Pelican River connect a string of five large and two small lakes. It was only a matter of time before someone tried to turn it into a continuous waterway. The first abortive attempt was the Detroit Lake and Pelican River Slack Water Navigation Company, incorporated in 1881. Its stated goal was to run the length of the Pelican to the Red River at Breckenridge. It remained a paper company. However its president, John K. West, was not to be deterred. In 1886 he launched a barge that ran on Detroit Lake.

In 1888 West tried again, and this time was successful. Flowing out of Detroit Lake 1.5 mile southwest of the downtown dock, the Pelican River was shallow and choked with marsh grass. West temporarily drained it by damming the Detroit Lake outlet. Once

the water was gone, he dredged a one mile channel along the river west toward Lake Sallie, passing through a wide marsh called Muskrat Lake. During 1889, at the east shore of Lake Sallie, he built a dam and a lock with a 5 foot 11 inch drop. The location became known as Dunton Locks, for the company's financier, Frederick W. Dunton. During the steamboat era, this was the location of the Dunton Locks resort, complete with hotel, cabins and a night club.

Once into Lake Sallie, it was a quick run across almost two miles of open water to Shoreham, a small resort community located at the lake's southernmost point. The Shoreham Hotel and dining room sat right next to the boat dock. The maiden voyage by the Lady of the Lake took place on July 25, 1889. In 1891, the company carried 4000 round trip passengers between Detroit Lakes and Shoreham. Although service continued beyond it, Shoreham was the company's primary destination over the years. Beyond Shoreham, boats negotiated the narrow, shallow S-curving channel of the Pelican River across a narrow isthmus into Lake Melissa, which was nine inches lower than Lake Sallie. The channel required frequent dredging to keep it open.

After steaming over Lake Melissa for 1.5 mile north to south, boats entered the next stretch of the Pelican River. After a short distance it widened into a mill pond, backed up for about a mile behind the dam at Bucks Mill. The company's boats first reached the flour mill in June 1891. This remained the end of navigation until 1908, when a lock with a 12-foot drop was built. The river extends for over a mile below the dam before opening into Little Pelican Lake. This stretch was also dredged, a difficult job through clay that required the use of dynamite. A half mile before reaching Little Pelican Lake, another lock was built with a three-foot drop, named Johnson Lock. The company's terminal on Little Pelican was the Pelican Inn, located on the southwest shore.

After crossing a mile of Little Pelican Lake, the boats negotiated yet another channel before reaching Big Pelican Lake. It is the largest in the chain, measuring 5 miles east to west by 1

mile north to south. It is unclear whether the boats traveled all the way to the lake's west end, but they apparently served multiple points on the shoreline. Old maps show landings on the north shore.

Here's a summary of the total mileage from Detroit to the entrance of Pelican Lake:

Segment	Miles
On Detroit Lake	1.42
Pelican River to Lake Sallie	1.04
On Lake Sallie	1.8
Pelican River to Lake Melissa	.19
On Lake Melissa	1.7
Pelican River to	
Little Pelican Lake	3.03
On Little Pelican Lake	1.04
Pelican River to	
Big Pelican Lake	.38
On Big Pelican Lake- approx.	2.0
Total	12.6

The company carried both passengers and freight. Rail passengers debarked at either the NP or Soo Line depots and traveled by carriage the mile to the dock at the foot of Washington Avenue. Although the schedule changed somewhat through the years, the norm was three round trips from Detroit to Shoreham, and less service beyond. The running time to Shoreham was 60 minutes for 4.26 miles, or 4 mph.

After the 1908 extension beyond Bucks Mill to Big Pelican Lake, two boats were employed. The somewhat larger Mayflower shuttled between Detroit and Shoreham. The smaller Dakotah left Detroit at 8 AM for Pelican Lake. From there it made a midday shuttle trip to Shoreham, where it met the Mayflower's second trip. Returning to Pelican Lake, its last trip of the day ran through to Detroit. The one way trip of about ten miles took three hours, or 3 mph.

The boats also hauled freight, primarily lumber for railroad ties and locomotive fuel. The NP established a siding on the northeast shore of Detroit Lake called West's Spur, for transloading onto rail cars. For freight, the line employed barges, which were either pushed or pulled by the steamboat. They had to be locked through separately. For at least several years they carried the U. S. Mail.

During its history the company



Both of Detroit Lakes' depots from the steamboat era survive today. The Soo Line wood depot is used by maintenance of way crews. The former Northern Pacific depot still serves Amtrak, albeit in the middle of the night. Note the recent 3-pipe fence, which closely resembles the original in the 1909 photo.

employed a total of nine boats. All were small launches with canopies, constrained in size by the locks. They seated 35-40 passengers. Except for the Robert Fulton and Dakota, rather awkward looking stern wheelers, all were screw propelled. The Mayflower employed twin screws. In about 1912, the steamboats Mayflower and Dakota were replaced by the gasoline engined Shoreham and Pelican, which could be operated by a single crew member. It also appears that the Waterwitch was converted from steam to internal combustion. Here is the boat roster, as far as we know it:

Lady of the Lake	1889-1902
Robert Fulton	1895-?
Luzon	1901
Mayflower	1902-1912?
Waterwitch	1908-1918
Dakota	1908-1912?
Shoreham	1912?-1918
Pelican	1912?-1918

Predictably, the company's fortunes declined rapidly with the coming of roads and the automobile. Because of the locks, the boats were quite slow. Today, the three hour trip to Pelican Lake can be driven in 20-30 minutes. The company ceased operations in 1918. The boats were scuttled in Muskrat Lake and reportedly are still there today. During World War II, the sunken hulls were stripped of metal for the wartime scrap drives.

A visitor to the area today can still find traces of the steamboat line and its era. Detroit Lakes' two railroad depots are intact and in reasonably good condition. The NP depot hosts Amtrak, but in the middle of the night. Dunton Locks is the name of a well marked county park on the original site. The old wood lock was replaced in 1937 by a concrete lock and adjacent narrow spillway, constructed by the WPA. Although a text at the historical society says that the lock can be used, that appeared impossible to me. Instead, a

cable powered portage railroad, perhaps 100 feet long, has been constructed to lift boats between the river and Lake Sallie.

The village of Shoreham is largely intact. The main part of the hotel is gone, but its heavily modified dining room remains, along with the church, store and other vintage buildings. The twisting stream between Lakes Sallie and Melissa looks much the same. However, the original humpbacked wooden bridge was replaced in the 1930's by a flat span over a large culvert, restricting access to small boats only. There is a lock at the entrance to Lake Melissa that was installed after the steamboats quit.

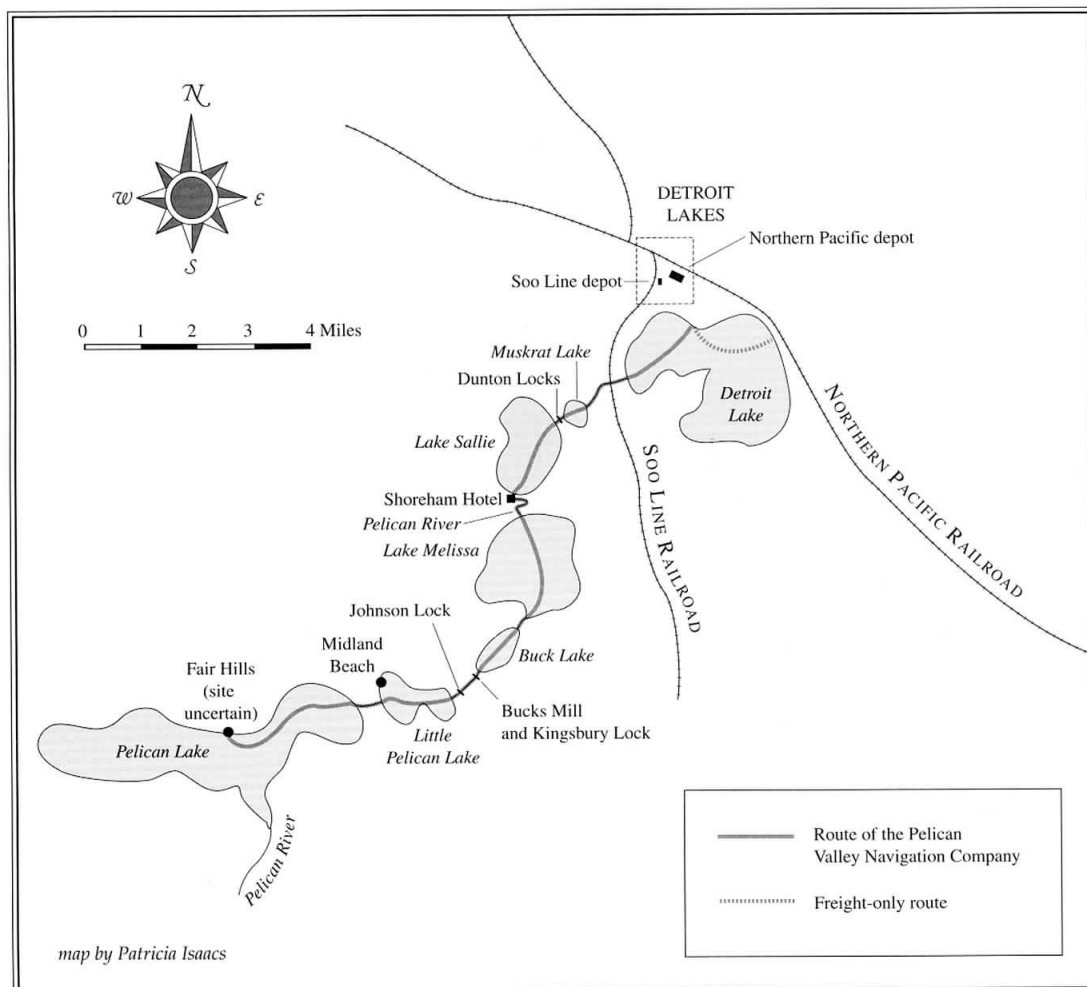
Bucks Mill has been replaced by a tavern and restaurant. The dam is still there, and below it are the deteriorated concrete walls of the lock. Finally, there is a large collection of good vintage photos at the Becker County Historical Society.



N. P. DEPOT, DETROIT, MINN.

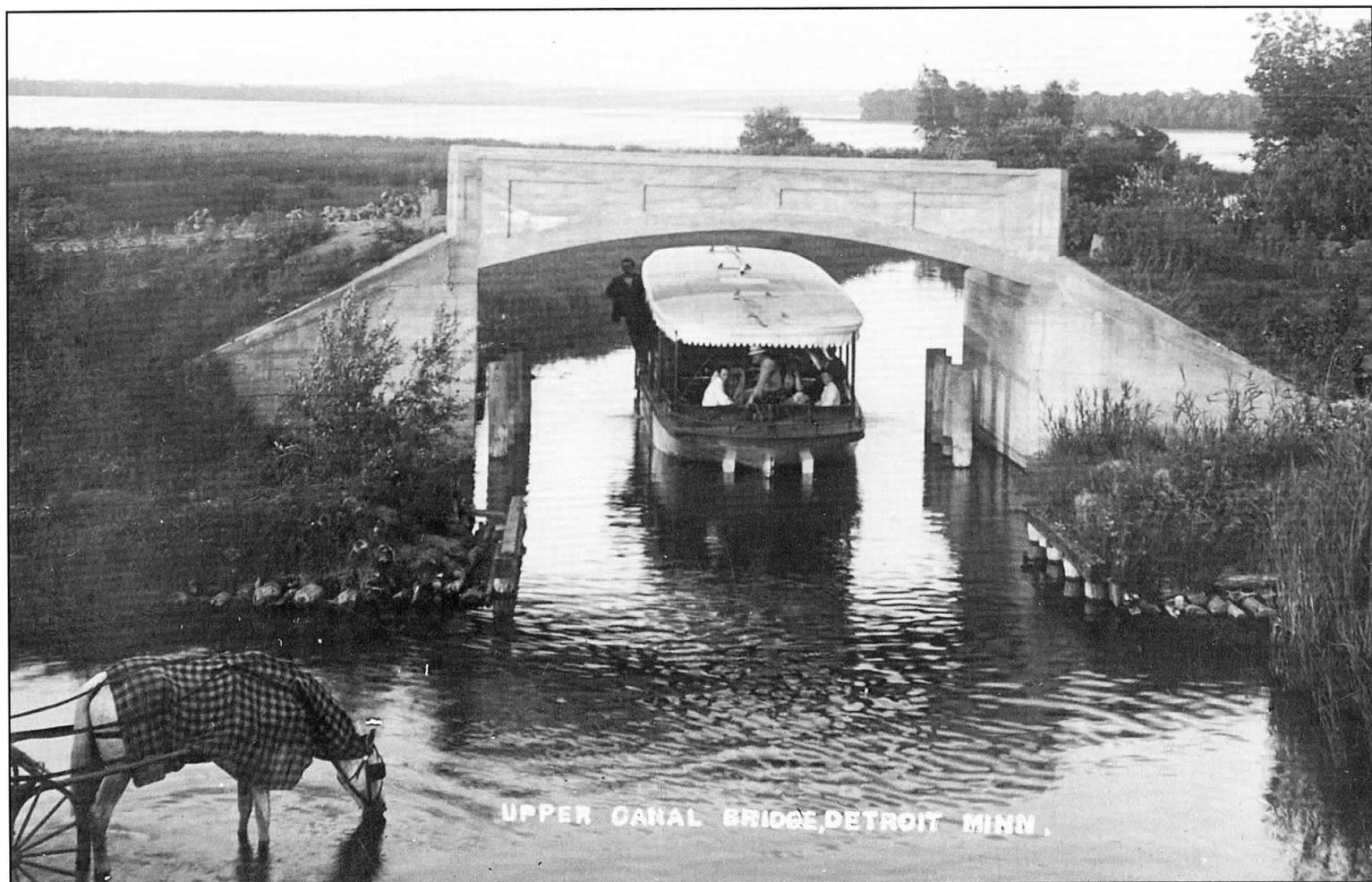


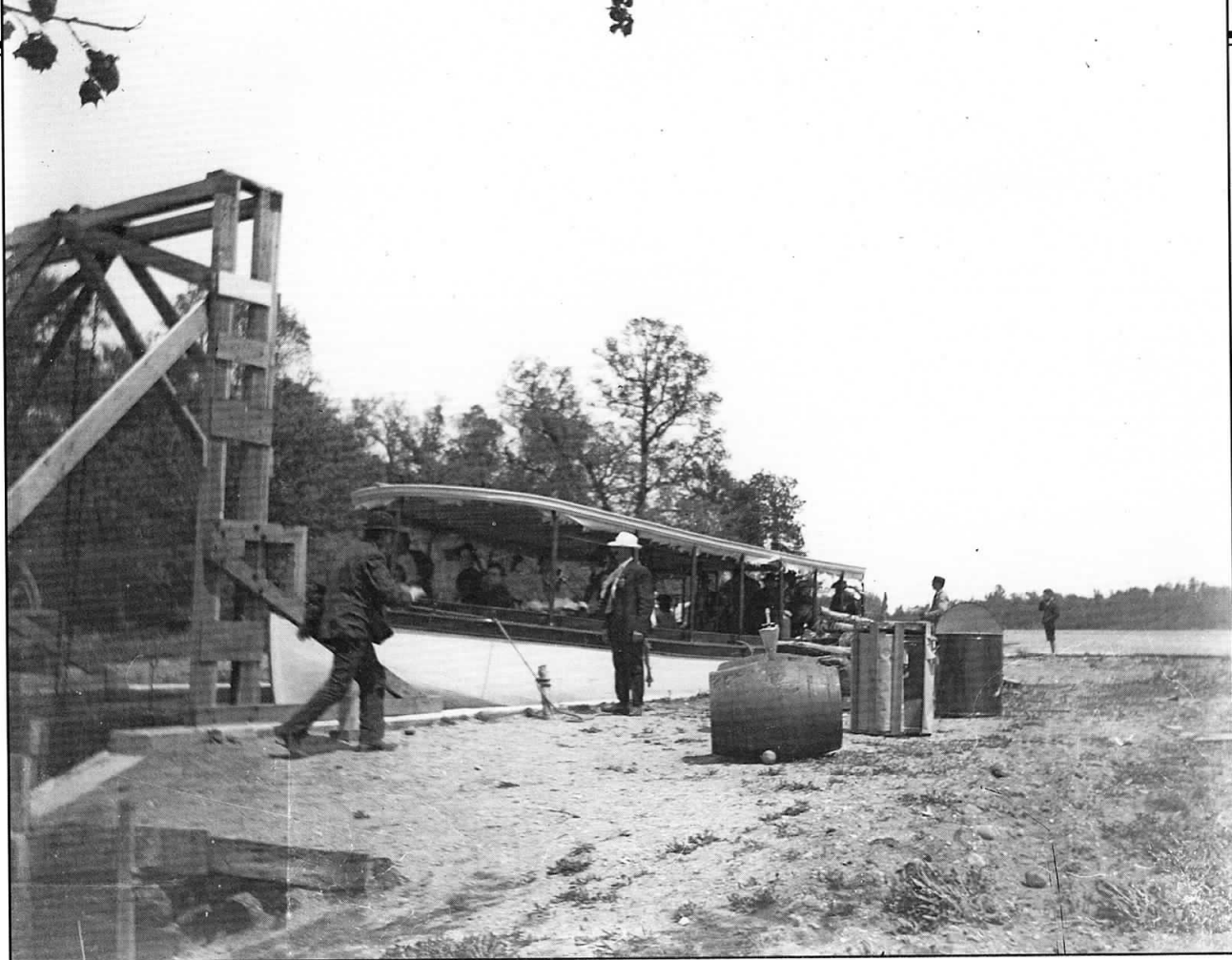
In 1910, an upbound boat is about to leave the dredged channel of the Pelican River and enter Detroit Lake. This view is taken from the Detroit Bridge shown in the next two photos.





The Detroit or Upper Canal bridge, just west of the Detroit Lake outlet.





THE WATERWITCH IN THE DURTON LOCK PELICAN VALLEY CANAL DETROIT MINN



Dunton Locks today.
Top: Looking west toward Lake Sallie. At right is the WPA vintage replacement lock, its usefulness negated by a low clearance concrete footbridge. To its left is the dam and spillway. The portage railway is out of the picture at left.

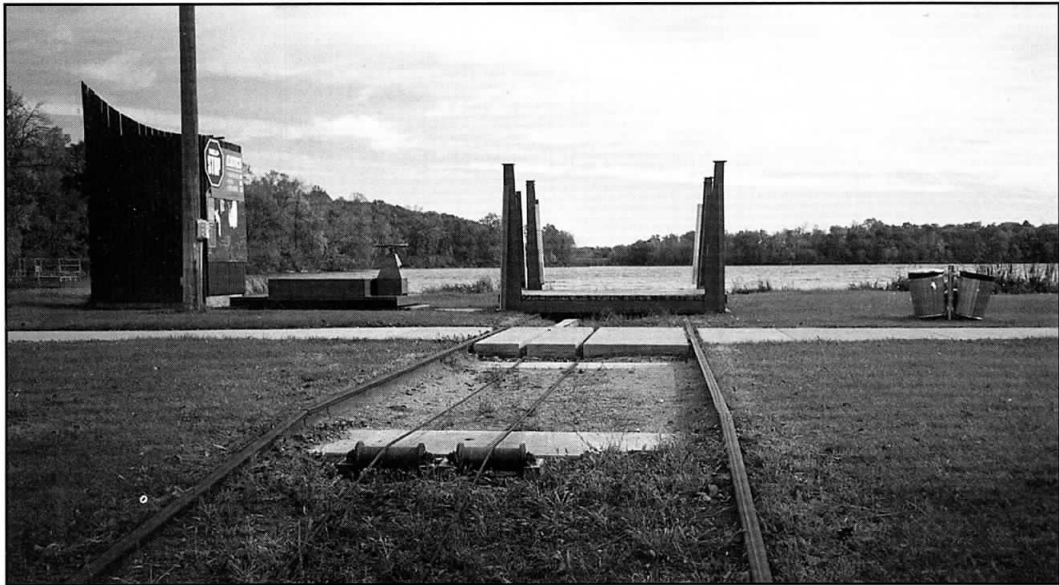
Center: The WPA lock and dam, with Muskrat Lake in the background where the steamboats were sunk.

Below: The portage railway. Despite the minimal rail clearance, that car is on wheels.



Dunton Locks in 1910.
Opposite page top: A downbound boat prepares to descend to Lake Sallie. Note the tapped beer keg. O. E. Flaten photo, Clay County Historical Society collection.

Opposite page: Same location, but Waterwitch is headed in the opposite direction. The foot bridge that appears so prominently on the next page can be seen behind the boat.





WARDUNTON LOCKS ON THE PELICAN RIVER CANAL

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JOHNSON-OLSON.



STEAMERS ABOVE BRIDGE AT SHOREHAM

The larger boat for Detroit Lakes is moored at the Shoreham Hotel dock. It has exchanged passengers with the smaller Dakota, headed toward the camera and on to Pelican Lake. (Bottom) The same location today. The high clearance wood bridge was replaced long ago by a lower and shorter steel span.



Opposite page: All the locks were of the "guillotine" type, pulled upward into the scaffolding.

Good Accommodations

at reasonable rates are to be had at Pelican Lake at KING'S and ASHELMAN BROS.' hotels.

Good Fishing and Plenty of Boats

Launch, Automobile or Bus Meets THE DAKOTA on Every Trip

FOR COTTAGES

Lake Shore Lots or Lake Shore Property

Apply to

JOHN K. WEST

Detroit, Minn.

"Pokegama" Spring Water

— AND —

"Planet" Ginger Ale

SUPPLIED BY

FARGO-DETROIT ICE CO.

Detroit, Minn.

Compliments of The Pelican Valley Navigation Co.

PHONE 99



Time Tables of Railroad Trains and Boat Service for the City of DETROIT, MINN.
Corrected to July 15, 1909

DETROIT RAILWAY TIME TABLES

Corrected to June 15, 1909

Northern Pacific Railway

WEST BOUND

No.	Train	Depart
No. 1	"North Coast Limited"	
	Nothing but standard sleeping car service for points west of Livingston, Minn.	4:25 p. m.
No. 3	"Chicago-Seattle Express" Fast train for coast service	3:59 a. m.
No. 5	Through Passenger Train, stops only at Detroit and Wadena on Minnesota Division	3:40 p. m.
No. 7	Local Passenger Train Stops at all stations	3:40 p. m.
No. 13	"Twin City-Winnipeg Limited" Stops Locally on Red River Branch	1:10 p. m.
No. 15	Through Local Passenger train Stops at all stations	5:10 a. m.
No. 17	Staples-Fargo local Stops at all stations	7:53 a. m.
No. 51	Way Freight. Except Sunday	1:43 p. m.

EAST BOUND

No. 2	"North Coast Limited" Same Stops and Service as No. 1	4:38 p. m.
No. 4	"Chicago-Seattle Express" Fast train for coast service Same Stops as No. 3	1:05 a. m.
No. 6	Through Passenger Train stops only at Detroit and Wadena on Minnesota Division	11:15 a. m.
No. 8	Local Passenger Train Stops at all stations	10:50 a. m.
No. 14	"Winnipeg-Twin City Limited" Stops Locally on Red River Branch	4:05 p. m.
No. 16	Through local passenger train Stops at all stations	11:55 p. m.
No. 18	Fargo-Staples local. Stops at all stations	4:14 p. m.
No. 52	Way Freight. Except Sunday	9:35 a. m.

Soo Line Railway

North Bound

No. 109	"Manitoba Express and Winnipeg Flyer" Daily	11:55 p. m.
No. 111	Local Passenger Train Except Sunday	5:05 p. m.
No. 51	Way Freight. Except Sunday. Carries Passengers	3:30 p. m.

South Bound

No. 110	"Manitoba Express and Winnipeg Flyer" Daily	1:08 a. m.
No. 112	Local Passenger Train Except Sunday	9:25 a. m.
No. 52	Way Freight. Except Sunday. Carries Passengers	9:55 a. m.

Boat Schedule

OF
The Pelican Valley Navigation Co.

MAYFLOWER

Lv. DETROIT	Ar. SHOREHAM
9:00 a. m.	10:00 a. m.
11:45 a. m.	12:45 p. m.
4:30 p. m.	5:30 p. m.

Lv. SHOREHAM	Ar. DETROIT
10:15 a. m.	11:15 a. m.
1:45 p. m.	2:45 p. m.
5:45 p. m.	6:45 p. m.

A special boat leaves Shoreham every Monday morning at 6:30 and connects with N. P. train No. 17 for Fargo.

DAKOTA LEAVES

Detroit for Pelican Lake	8:00 a. m.
Shoreham for Pelican Lake	9:00 a. m.
	and 1:45 p. m.
Shoreham for Detroit	6:00 p. m.
Pelican Lake for Shoreham	11:15 a. m.
	and 4:00 p. m.
Pelican Lake for Detroit	4:00 p. m.

ARRIVES

Pelican Lake from Detroit	11:00 a. m.
Pelican Lake from Shoreham	3:45 p. m.
Shoreham from Detroit	8:45 a. m.
Shoreham from Pelican Lake	1:20 p. m.
	and 6:00 p. m.
Detroit from Pelican Lake	7:00 p. m.

The boat leaving Detroit at 11:45 a. m. connects at Shoreham with boat for Pelican Lake with ample time for dinner at Shoreham. This connection makes two daily round trips to Pelican Lake in both the "Mayflower" and "Dakota" the spaces under floor, seats and deck are filled with galvanized iron air chambers, making them, in case of accident, non-sinkable.

Fare, Detroit to Shoreham, 25c
Fare, Detroit to Pelican Lake, 50c

TWELVE HOURS ON THE LAKES FOR \$1.50

The N. P. R. R. Co. is now selling a **DAILY TICKET** from Fargo and Moorhead to Lake Melissa and return, including a ride on Steam Boat for the very low price of **\$1.50 FOR THE ROUND TRIP.**

THIS TICKET IS GOOD ONLY ON DAY OF SALE

IT IS GOOD GOING ON { Train No. 2 which leaves Fargo at 7:10 A. M. and reaches Detroit at 8:30 A. M.
Train No. 8 which leaves Fargo at 9:40 A. M. and reaches Detroit at 11:15 A. M.

AND RETURNING ON { Train No. 5 which leaves Detroit at 9:28 P. M. and reaches Fargo at 5:00 P. M.
Train No. 1 which leaves Detroit at 4:03 P. M. and reaches Fargo at 5:15 P. M.

THE TWIN SCREW STEAMER "MAYFLOWER"

Makes Three Daily Lake and River Trips

FROM DETROIT TO LAKE MELISSA AND RETURN AS FOLLOWS:

LEAVES DETROIT	ARRIVES MELISSA	LEAVES MELISSA	ARRIVES DETROIT
9:30 A. M.	10:00 A. M.	10:30 A. M.	11:30 A. M.
11:40 A. M.	12:40 P. M.	1:45 P. M.	2:45 P. M.
4:30 P. M.	5:30 P. M.	6:00 P. M.	7:00 P. M.

Trains on the "Soo Line" pass Detroit as follows: North Bound—3:55 p. m., 5:35 P. M. and 12:10 A. M. South Bound—10:00 A. M., 9:35 A. M. and 12:53 A. M.

TRY THE MOST DELIGHTFUL LITTLE LAKE AND RIVER TRIP IN AMERICA

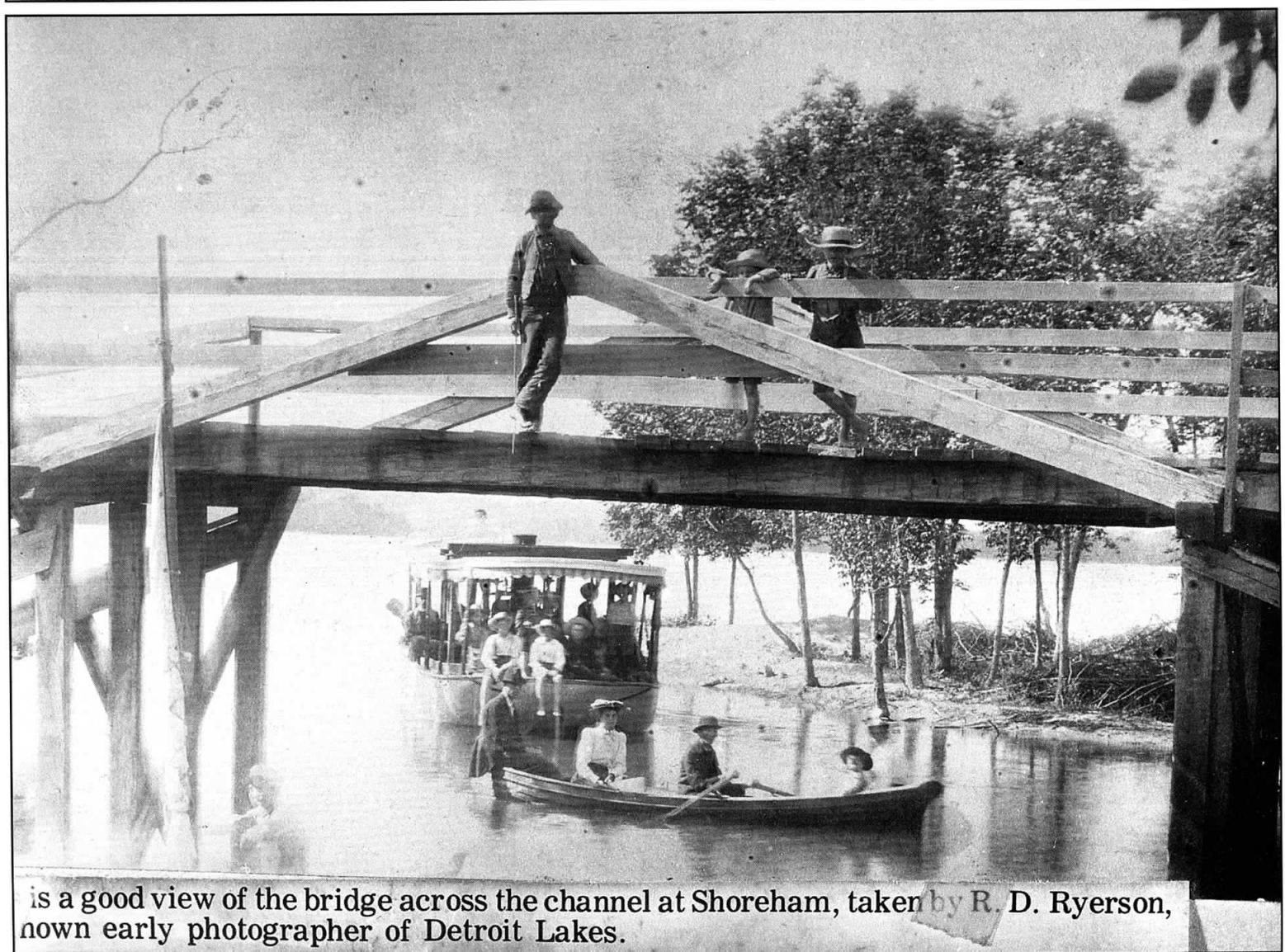
The dining room of the Shoreham Hotel remains intact today, still serving meals.



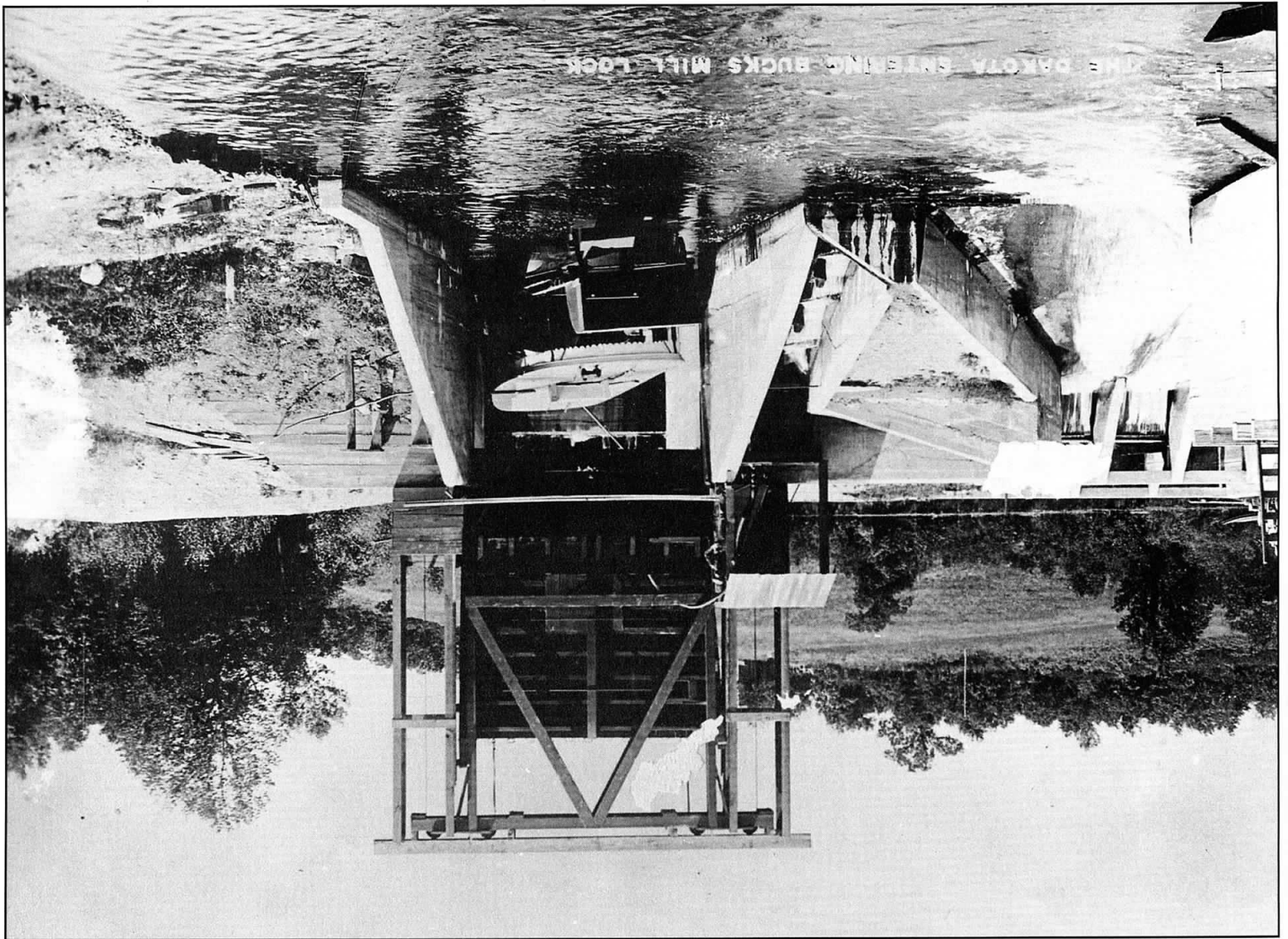


At Shoreham in the 1890's. O. E. Flaten photos, Clay County Historical Society collection.





is a good view of the bridge across the channel at Shoreham, taken by R. D. Ryerson, known early photographer of Detroit Lakes.



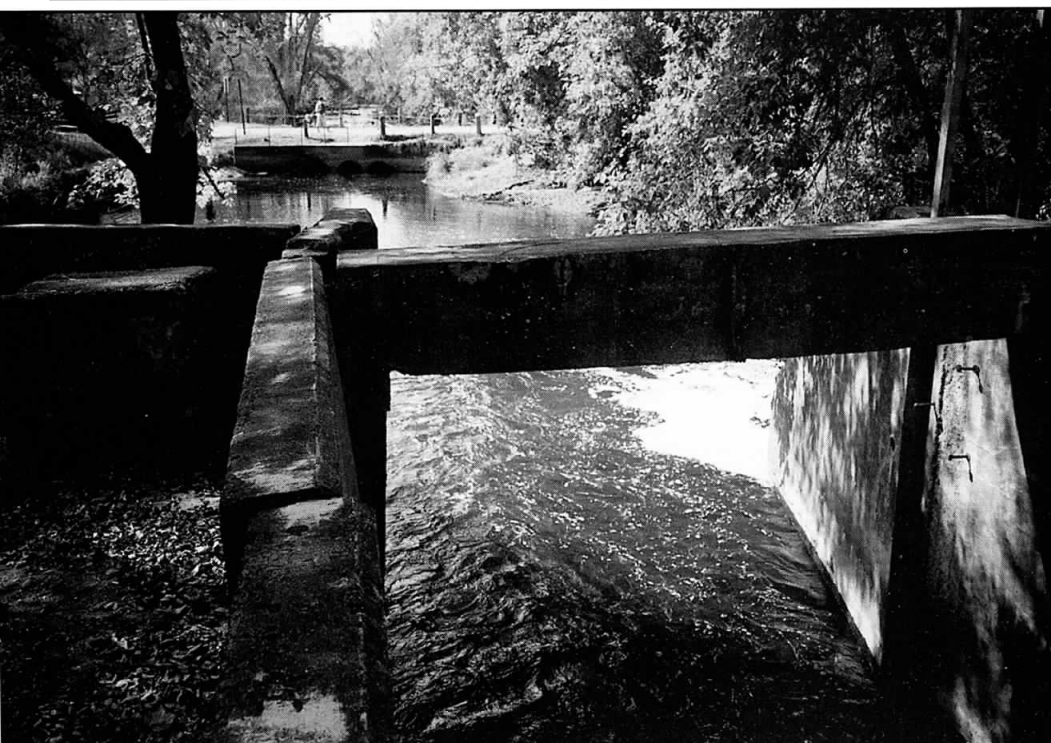
THE DAKOTA ENTERING BUCKS MILL LOCK



These two Shoreham photos must be decades apart, because they show different bridges.
The Bucks Mill lock, then and now. The sternwheeler Dakota, headed upstream toward Shoreham, enters the lock. Note the mill dam at left, and the lock tender peering down from his control shed. Despite the overgrown brush and trees, the lock is clearly visible, as are the spillways just to its left.

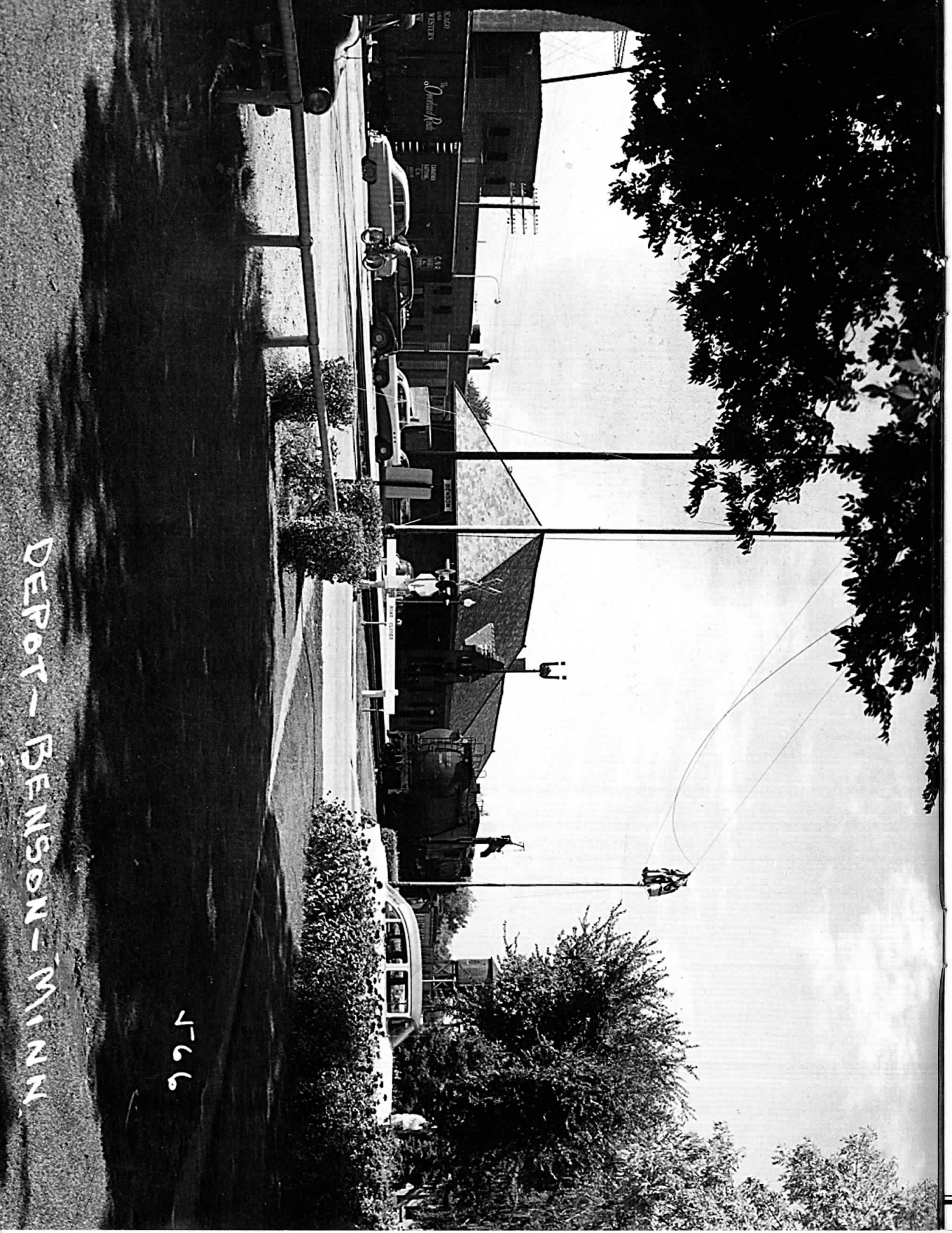


Looking upstream and downstream from the lock ruins. The dam appears to be a replacement. The 3-culvert road crossing was built after the boats quit. One of the lock gate guides remains in place at right, and bolts for the other guide are still there. That large block of concrete at left is a lock gate counterweight.



Inside rear cover. IT'S SUMMER #2: On a warm and sleepy afternoon in Benson, about the only sounds are the whine of the locomotive's blower and the periodic wet whoosh-whoosh of the air pump. A good day to ride your bike past the portholed Buicks to the depot, maybe keep the agent company for awhile, and who knows, something exciting might happen. MTM collection.

Rear cover: IT'S SUMMER #3: An August thunderstorm and a plugged drain have combined to put the East 25th Street line out of business for awhile. The motormen do a little relaxing as shopmen from Lake Street Station wade in to clear the drain and spoil the fun. The location is the 36th Avenue South Milwaukee Road underpass in 1941. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.



DEPOT - BENSON - MINN.

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